

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
CHINA OVERLAND TRADE REPORT  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
With which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
\$12 per annum. Postage to any  
part of the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

ON SALE.  
THE  
DIRECTORY & CHRONICLE  
FOR 1910.  
Complete Edition ... \$10.00  
Small ... 6.00  
Agents in all the Foreign  
Settlements throughout the Far  
East.

No. 16,377. 號七十七百三千六萬一第 日七十月九年二統宣 HONGKONG, WEDNESDAY, OCTOBER 19TH, 1910. 三拜禮 號九十月十年十一百九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS  
CALL  
AT  
"MOUTRIES"  
TO PURCHASE  
A  
"MOUTRIE"  
PIANO  
FIVE YEARS'  
WRITTEN GUARANTEE.  
NEW MODELS FOR 1910.  
PRICE \$378.  
S. MOUTRIE & Co., Ltd.  
[a34-2]

CHINA MUTUAL LIFE  
INSURANCE CO., LD.,  
HEAD OFFICE, SHANGHAI.  
DIRECTORS AND OFFICERS.  
ALEXANDER McLEOD, Esq., Chairman.  
C. STEPHANUS, Esq.  
LEE YUNG SO, Esq.  
J. H. McLEOD, Esq.  
C. B. BURELL, Esq.  
J. A. WATTS, Esq., Managing Director.  
A. J. HUGHES, Esq., Secretary.  
S. B. NEILL, F.I.A., Actuary.  
A strong British Corporation Registered  
under Hongkong Ordinances and under Life  
Insurance Companies' Acts, England.  
Insurance in Force ... \$37,855,685.00  
Assets ... \$4,145,250.00  
Income for Year ... \$566,559.00  
Total Security to Policyholders \$216,813.00  
LEFFERTS KNOX, Esq., Hongkong, Can-  
ton, Macao and the  
District Manager. Philippines.  
B. W. TAPE, Esq., District Secretary.  
Alexandra Building.  
C. LAWDER, Esq., Inspector, Hongkong.  
Advisory Board, Hongkong.  
SIR PAUL CHATER, K.T., C.M.G.  
I. F. HUGHES, Esq.  
C. J. LAURENTZ, Esq.  
[a1472]

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 3 1/2 lbs. net  
In Bags 250 lbs. net  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908. [a728]

PEAK TRAMWAYS COMPANY  
LIMITED.  
TIME TABLE.  
WEEK DAYS.  
7.00 a.m.  
7.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.45 p.m. & 9.00 p.m. to 11.15 p.m.  
every 15 minutes.  
SATURDAYS.  
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to  
11.15 p.m., every half hour.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central.  
JOHN D. HUMPHREYS & SON  
General Managers.  
Hongkong, 1st July, 1909. [1132]

## MITSUBISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, and Engineering Codes used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contrafo Condensers, Stone's Manganese Bronze,  
and Parsons' Steam Turbines, etc., etc.  
AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.  
Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.  
3 Dry Docks: No. 1 ... 510 ft. 77 ft. 26 ft.  
No. 2 ... 350 ft. 53 ft. 24 ft.  
No. 3 ... 714 ft. 88 ft. 34 ft.  
1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.  
AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.  
Lifting Power. Floating Docks. No. 1. No. 2.  
Max. Length of Ship taken in. 7,000 Tons. 12,000 Tons.  
" Breadth " " 460 Feet. 580 Feet.  
" Draft " " 56 " 66 "  
" " " 22 " 26 "  
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Shovel, capable of lifting 40 ton weight. [689]  
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

## P. & O. STEAM NAVIGATION CO.

S.S. "MARMORA."  
(10,500 Tons.)  
CAPTAIN G. H. C. WESTON, R.N.R.  
THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,  
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—  
MARSEILLES - - - - APRIL 15TH.  
LONDON - - - - - APRIL 22ND.  
FARES TO LONDON—  
1st SALOON £71.10 SINGLE; £106.14 RETURN.  
2ND " £48.8 " £ 72.12 "  
For Further Particulars, apply to  
E. A. HEWETT,  
SUPERINTENDENT  
1001

## KELLY & WALSH, LTD.

Queen Sheba's Ring, by H. Rider Haggard ... 1.75  
Lady Molly of Scotland Yard, by Baroness Orczy ... 1.75  
The Man Who Drove the Car, by Max Pemberton ... 1.75  
The Lame Englishman, by Warwick Deering ... 1.75  
The Fortune Hunters, by Violet Jacob ... 1.75  
The Last Chance River, by C. W. Dawson ... 1.75  
Justice, by M. C. Leighton ... 1.75  
Barnaby, by E. Ransay ... 1.75  
The House on Cherry Street, by A. E. Barr ... 1.75  
Tales of the Tenements, by Eden Phillpotts ... 1.75  
The Shadow, by H. Begbie ... 1.75  
The Charm, by A. Perrin ... 1.75  
A Border Scourge, by E. Mitford ... 1.75  
Astray in Arcady, by E. H. Copper ... 1.75  
The Idyll of an Idler, by Mrs. Fred. Reynolds ... 1.75  
Sport of the Gods, by H. Vaughan Sawyer ... 1.75  
The Girl in the Case, by Robert Barr ... 1.75  
The Enquirer's Home Book. A Complete Domestic Guide.—Cookery, Electricity, Etiquette, Furnishing, Games, Gardening, Legal, Medical, &c., &c., &c. ... 4.00  
Housekeeping Made Easy, by Mrs. W. Leverton ... 80  
Pioneering and Map-Making for Boy Scouts, &c. ... 80  
Power and Its Transmission, for the Factory and Works Manager, by T. A. Smith ... 1.75  
The Alchemy of Happiness, by Ali Ghazali, "Wisdom of the East" Series ... 1.75  
Letters of a Modern Golfer to his Grandfather, by H. Leach ... 2.75  
A Dictionary of the Characters in the Waverley Novels, by M. F. A. Husband ... 7.25  
The Romance of the Ship, Her Origin and Evolution, by E. Keble Chatterton ... 4.00  
Bookkeeping, Specially Adapted for Public Companies, by J. Fitzpatrick ... 4.50  
Peter Pan in Kensington Gardens, by J. M. Barrie; Illus. by A. Rackham ... 5.50  
A VILLAGE COMMUNITY, by HOPE DAWLISH ... 1.75  
THE CHARTERED JUNK. A Tale of the Yangtze, by W. A. Rivers ... 1.50  
BOY'S OWN ANNUAL.  
GIRL'S OWN ANNUAL.  
LETT'S DIARIES, 1911. [a26]

## PAUL DOMMIER CHAMPAGNE.

GOLD MARQUE VIN. 1900  
\$35.00 PER CASE QTS. — \$37.00 PER CASE PIS.  
Duty Paid.  
SOLE AGENTS:  
CALDBECK,  
MACGREGOR & CO.,  
ESTABLISHED 1864.

## CUTLER, PALMER & CO.,

TRADE MARK  
WINE & SPIRIT MERCHANTS  
OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.  
LONDON ADDRESS:  
3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.  
BENEDICTINE, D.O.M. { \$49.50 for 1 doz. Quarts.  
\$51.50 " 2 " Pints.  
BRANDY ★ ★ ★ ★ - - - \$31.00  
" ★ ★ ★ - - - \$28.25  
" ★ ★ - - - \$25.00  
"IMPERIAL WHISKY" \$19.75  
(A MAGNIFICENT BRAND, SPECIALLY  
SELECTED FOR THE FAR EAST.)  
WHISKY, PALL MALL - - - \$26.00  
WHISKY, JOHNNIE WALKER'S \$18.25  
OLD HIGHLAND, WHITE LABEL  
WHISKY, D.O. SPECIAL, RED - - \$24.50  
WHISKY, O. P. & CO.'S "SPECIAL  
BLEND" - - - \$16.25  
PORT WINE, INVALIDS - - - \$24.75  
PORT WINE, DOURO - - - \$18.00  
SHERRY, LA TORRE - - - \$20.50  
SHERRY, AMOROSO - - - \$24.75  
THESE PRICES ARE INCLUSIVE OF DUTY.  
THE ABOVE ARE EXCLUSIVELY SHIPPED TO  
SIEMSEN & CO.,  
HONGKONG AGENTS.  
LONG HING & CO.,  
PHOTO SUPPLIES.  
17, QUEEN'S ROAD CENTRAL.  
PHOTO GOODS of every description, EASTMAN  
KODAKS and CARBINE CAMERAS, &c.  
FRESH KODAK FILMS IN STOCK.  
DEVELOPING AND PRINTING A SPECIALITY.  
[910]

## LANE, CRAWFORD & CO.

(TELEPHONE 97).  
NEW STOCK OF  
FOOTBALL BOOTS  
FOOTBALLS. SHINGUARDS.  
CRICKET BOOTS  
CRICKET BATS AND BALLS.  
BATTING GLOVES.  
W. K. GLOVES AND LEG GUARDS.  
HOCKEY STICKS  
SPECIAL QUOTATIONS TO CLUBS.  
LANE, CRAWFORD & CO.  
[a28]  
TRY  
WEISMANN'S COFFEE  
ROASTED AND GROUND ON OUR  
PREMISES DAILY.  
In 1/2 lb. and 1 lb. Tins. [846]  
NOTICE.  
THE RUSSO-CHINESE BANK having  
amalgamated with the Banque du Nord  
on 17th October, 1910, under the style of the  
RUSSO-ASIATIC BANK, all the Assets and  
Liabilities of the former are transferred to the  
RUSSO-ASIATIC BANK.  
RUSSO-CHINESE BANK.  
Hongkong, 19th October, 1910. [a1190]  
NOTICE.  
THE Assets, Liabilities and Business of the  
RUSSO-CHINESE BANK have been  
taken over by the RUSSO-ASIATIC  
BANK as from the 17th day of October, 1910,  
and the Business formerly carried on by the  
RUSSO-CHINESE BANK will be continued by  
the RUSSO-ASIATIC BANK in the same premises  
and under the same management.  
RUSSO-ASIATIC BANK.  
Hongkong, 19th October, 1910. [a1191]

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.  
Dining accommodation for 300 Persons.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRA.  
A. F. DAVIES, Manager.  
[a351]

### KING EDWARD HOTEL.

A HIGH CLASS HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a558]

### ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.  
A FIRST CLASS AND UP-TO-DATE  
HOTEL.  
ENTIRELY UNDER EUROPEAN MANAGEMENT.  
THIS HOTEL has recently been thoroughly  
renovated, extensively enlarged, and is now  
luxuriously furnished and up-to-date in every  
respect, situated in the most central position.  
Large and Airy Rooms, Hot, Cold, and Shower  
Baths, Gas and Electric Light and Fans, Large  
and Comfortable Lounge, Private and Public  
Bars and Billiard Rooms, CUISINE  
ENTIRELY UNDER EUROPEAN  
SUPERVISION, Sanitary Arrangements of the  
latest, HOTEL LAUNCH MEETS ALL  
STEAMERS. Monthly Rates for 1000 and  
Dinner. Special Rates for married families on  
application to  
J. H. OXBERRY,  
Manager.  
FREDERICK REICHMANN,  
Proprietor  
(late Manager of J. H. LYONS (Trocadero),  
leading Caterers in London, and  
GRAND ORIENTAL HOTEL, Colombo).  
TELEPHONE NO. 197.  
TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 1st September, 1910. [a542]

### "BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
Court and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
Telephone No. 690.  
Apply to—Mrs. F. W. YATTS.  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a36]

### "BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA). MACAO.

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous for  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (s.s. *Sui An* and *Sui Tai*) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.  
Cable Address—"BOAVISTA."  
For Terms, apply to  
THE MANAGER  
[a215]

### VICTORIA HOTEL SHAMKUN-CANTON. MANAGER—MR. H. HAYNES. Telegraphic address—"VICTORIA, SHAMKUN." SITUATED ON THE BRITISH CONCESSION

### MACAO HOTEL MACAO.

Telegraphic address—"FAERMER, MACAO."  
SITUATED IN THE CENTRE OF PRAYA GRANDE  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAISE PROVIDED.  
Every information and Special attention given  
to Tourists.  
REASONABLE RATES.  
WM. FARMER  
Proprietor  
[a1004]



## INTIMATION



A. S. WATSON &amp; CO.

LIMITED,

ESTABLISHED A.D. 1841

WINE &amp; SPIRIT MERCHANTS

## BRANDY:

Per case  
of 1 doz.A—SUPERIOR PALE, Red  
Capsule ... .. \$20B—SUPERIOR OLD COGNAC  
Red Capsule ... .. 23WATSON'S ... COGNAC,  
Gold Capsule ... .. 23C—SUPERIOR OLD LI-  
QUEUR COGNAC, Gold  
Capsule ... .. 29D—VERY FINE PALE OLD  
LIQUEUR COGNAC,  
Gold and White Capsule ... 35E—FINEST OLD BROWN  
BRANDY, Gold and White  
Capsule ... .. 40

JENNESSY ... .. 30

BOUETTEAU'S CHAM-  
PAGNE LIQUEUR ... .. 40FINE PALE COGNAC (Marie  
Brizard & Roger's) ... .. \$20.80S. O. F. V. O. COGNAC  
(Marie Brizard & Roger's) ... 64.80VERY FINE LIQUEUR  
COGNAC, 80 Years Old  
(Marie Brizard & Roger's) ... 100.00Note—For Hongkong the above Prices will  
be increased by the amount of duty payable  
—\$7.20 Per Dozen.A. S. WATSON & CO.,  
LIMITED,

ALEXANDRA BUILDINGS. [25]

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news  
columns should be addressed to THE EDITOR.  
Correspondents must forward their names and  
addresses with communications addressed to the  
Editor, not for publication but as evidence of  
good faith.All letters for publication should be written on  
one side of paper only.No anonymously signed communications that  
have already appeared in other papers will be  
inserted.Orders for extra copies of DAILY PRESS  
should be sent before 11 a.m. on day of  
publication. After that hour the supply is  
limited. Only supply for Cash.Telegraphic Address: PRESS.  
Cables: A.B.C. 5th Ed. Lieber.  
P. O. Box, 34. Telephone No. 12.

## BIRTH.

On October 13th, at Shanghai, the wife of  
R. de Luca, of a son.

## MARRIAGE.

On October 12th, at Shanghai, JOHN HER-  
MANN TEBSDALE, of Shanghai, to WINIFRED  
MARY GULL, only daughter of the late Arthur  
Gull, of Rio de Janeiro.HONGKONG OFFICE: 10A, DES VERTS ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, OCTOBER 19TH, 1910.

THOUGH DR. MORRISON, the well-known  
correspondent of *The Times* has been a  
fearless critic of certain aspects of British  
policy in China—notably in regard to the  
Manchurian railway question—yet in his  
recent speech at the Authors' Club in Lon-  
don he appears to found British policy in  
China, with this one exception, to be worthy  
of commendation. The action of Great  
Britain in opposing the extension of Chinese  
railways westward of the River Liao was,  
in his opinion, wholly unjustifiable and most  
regrettable, for it created a suspicion, he said,  
that in supporting the mistaken policy of  
Japan we were failing to protect our im-  
mense interest in the continuance of Chinese  
sovereignty and the maintenance of the  
open-door in Manchuria. As is generally  
known, the powerful journal which Dr.  
Morrison so ably represents in China holds  
the suspicion to be entirely unjustified by  
the facts of the case. It remains a debate-  
able question, and Time alone will decide  
whether the British Government is actually  
so blinded by its friendship for Japan as to  
sacrifice what Dr. MORRISON rightly terms  
“our immense interest in the continuance  
of Chinese sovereignty and the maintenance

of the open door in Manchuria.” There  
can be no doubt that China was grievously  
disappointed that the British Government  
did not take Dr. Morrison's view  
of the position in Manchuria when  
the Fukumen railway question was under  
discussion. Nevertheless it is very satis-  
factory to have it on the authority of so  
competent an observer as Dr. Morrison  
himself not only that British policy  
generally in China is worthy of commenda-  
tion, but that the suggestion that British  
influence in China is waning is preposterous.  
He makes this last observation in one of an  
interesting series of letters in which he  
has recorded the impressions of his long  
journey across the Chinese Empire.  
Starting from Peking on January 15, he  
travelled by rail to Honanfu. Thence he  
rode to Sianfu, in the province of Shensi,  
and across Kansu, into the province of  
Sinkiang, the “New Dominion.” After  
reaching the remote frontier city of Kuldja,  
he turned south over the formidable Tien-  
shan Range, which he traversed by the  
Musart Pass. Descending into Chinese  
Turkistan, he passed through Kashgar to  
the furthest confines of Chinese territory  
and marched to the railroad of the Russian  
railway system at Anditan. In the course  
of his journey he rode 3,760 miles, between  
the two railways, in 174 days. Throughout  
that long journey he says he is unable to  
recall a single disagreeable incident. He  
was entertained by native Princes, Viceroys,  
Governors and Tartar Generals he met all  
manner of people, from the humblest carter  
to the most powerful mandarin, and by all  
he was treated with “equal civility, friend-  
liness and respect.” Dr. Morrison attributes  
this courtesy to his belonging to  
“a country which is known to sympathize  
with every movement in China that has for  
its object the advancement of the people,  
the encouragement of education, the exten-  
sion of liberal ideas, methods of truth,  
justice and fair dealing.” Moreover, he  
declares that he has never seen on any  
previous journey more abundant evidence  
of good will towards an English traveller,  
and he thinks that British prestige in China  
has never been higher than at present.  
In this connection he mentions a very  
interesting incident. When at Kuldja he  
first learnt of the death of KING EDWARD  
by observing the military flags half-mast,  
and immediately afterwards, hearing a  
Chinese read to a crowd of his fellows from  
a copy of the local newspaper posted by the  
Tartar-General's yamen, the sympathetic  
message from the Wai-wi-pu announcing  
the death of the “Emperor of the great  
British nation.” “By no possible chance,”  
he adds, “could the authorities in that far  
distant outpost of the Empire have  
anticipated that the evidences of mourning  
would be seen by an English traveller.”  
Another result of this interesting journey  
has been to confirm more abundantly Dr.  
Morrison's faith in the marvellous vitality  
of China and the infinite possibilities of  
development, so that despite great blots on  
the administration he takes a hopeful view  
of China's future.

The Belford Relief Fund in Shanghai  
amounted on Saturday last to \$1,621.03.

Sir Henry Berkeley left London on the 23rd  
ult. for Hongkong, travelling *via* Canada.

H.M.S. *Royal Arthur* left Hongkong for  
Home yesterday morning with the time-expired  
men of the station.

The Royal Hongkong Yacht Club season is  
advertised to open on Saturday, November 5th,  
when sailing and rowing races will be held.

H.M.S. *Minotaur*, the flagship of the China  
Squadron, returned to Hongkong from the North  
yesterday morning. Admiral Winloo  
is on board the *Alacrity*, visiting Yangtse ports.

A marriage has been arranged, and will  
shortly take place, between Major A. T. Tabor,  
late 3rd King's Own Hussars, Bovingdon Hall,  
Baintree, Essex, and Kathleen, eldest daughter  
of Sir Thomas and Lady Jackson, Stansted  
House, Essex.

Father Valentin Montero, procurator-general  
of the Franciscan corporation in the Philippines,  
died at the convent of his order last week. He  
was 34 years of age, and took the Franciscan  
habit at the age of 17 years. He came to the  
Philippines in 1905.

A Peking telegram states that H. I. H.  
Prince Tsai Hsu has reported to the Throne  
that the Chinaman who was arrested at San  
Francisco on suspicion of attempting to murder  
him has been released. The Prince, who is  
still on the high seas, has been freely using the  
wireless means of communication.

A Shanghai vernacular paper says that the  
International Reform Society has submitted a  
memorandum to the Government Council  
praying that prohibition should be instituted  
against cigarettes in China on the same lines as  
opium smoking. The Government will refer  
the subject to the National Assembly.

The Jessfield Inn, Shanghai, has been  
destroyed by fire.

The 1st Yorkshire Light Infantry, now at  
Wynberg, Cape Colony, has been ordered to  
leave Cape Town for Hongkong on November  
7th.

Mr. R. Bryott Turner, barrister-at-law  
(England), has been admitted to practice in the  
courts of British North Borneo as a barrister,  
advocate, solicitor, attorney and pleader.

At the Magistracy yesterday a Chinese was  
charged with infringing the privileges of the  
Postmaster-General by bringing fifty letters  
into the Colony from Kongsan by the steamer  
*Shun Lee*. He was remanded, bail being fixed  
at \$500.

At the Magistracy yesterday afternoon a  
inquiry was conducted by Mr. E. R. Hallifax  
into the circumstances attending the death in  
Victoria Gaol of a coolie who died yesterday  
morning. Deceased, who was admitted to gaol  
on the 12th inst. convicted of being in illegal  
possession of opium, was taken to hospital on  
Sunday in a state of collapse, but died the follow-  
ing morning. Death was due to extreme ex-  
haustion, and the jury returned a verdict in  
accordance with the medical evidence.

An interesting prosecution instituted by the  
Revenue Department was brought before Mr.  
E. R. Hallifax at the Magistracy yesterday  
when a Chinese shopkeeper in Possession  
Street was charged with supplying false parti-  
culars with regard to 183 jars of spirits of  
wine. Defendant is accused of having described  
the contents of the jars as samshu, whereas  
they contained spirits of wine. As he is charged  
on two counts, the maximum penalty for which  
is \$500, bail was fixed at \$1,000.

The *China Critic* of the 7th inst. says:—We  
learn that H.E. Liu Yu-lin, the new Minister  
to London, will leave for the South in five days' time.  
He will make a short stay in Shanghai  
when he starts for England. It is stated that  
Madame Liu and the younger children will  
remain in Macao, only the Misses Liu accom-  
panying the new Minister to the Court of St.  
James. H.E. Liu has been fortunate enough  
to secure the services of Doctor Lim Boon  
Keng as one of his secretaries. Dr. Lim is a  
graduate of Edinburgh University, and was for  
many years a prominent practitioner in Singa-  
pore and one of the best well-known Chinese in  
the Straits Settlements.

The London *Gazette* of the 27th ult. announces  
that the King has given the following gentle-  
men of the Imperial Chinese Maritime Customs  
Service his Royal licence and authority to accept  
and wear decorations (as stated against their  
respective names) conferred upon them by the  
Emperor of China in recognition of valuable  
services rendered by them.—Order of the  
Double Dragon, First Class, Third Division—  
Mr. F. W. Carey; Order of the Double Dragon,  
Third Class, Third Division—Mr. C. P.  
Dawson; and His Majesty has also granted to  
Mr. W. E. Scutcheon his Royal licence and  
authority to accept and wear the Insignia of the  
Third Class of the Third Division of the  
Imperial Chinese Order of the Double Dragon.

The daring and impudence of the Chinese  
fishermen were exemplified in a case brought  
before Mr. Hallifax at the Magistracy yesterday.  
Sergeant Gerrard prosecuted the master and  
foks of a fishing junk for illegally using  
dynamite for catching fish off Stanley Bay on  
Monday. It appears that a number of junks,  
constituting quite a considerable fleet, sailed to  
the area mentioned and commenced dynamiting  
in the water, and when information of their  
doings was conveyed to the sergeant he im-  
mediately set out to the scene of their operations.  
Of course the boats put up their sails and made  
off, but the officer set off in pursuit and after a  
long and exciting chase captured one of the  
offending junks. The master and his five foks  
were arrested and their haul of fish confiscated.  
His Worship imposed a fine of \$50 upon the  
master and ordered the foks to be mulcted in  
\$10 each.

A FORMER CHIEF MANAGER OF  
THE H.K. & S. BANK.

The death is announced in the London papers  
of Mr. James Greig, late of Hongkong, in his  
71st year. Mr. Greig was in the seventies  
Chief Manager of the Hongkong and Shanghai  
Bank. He was succeeded by Sir Thomas  
Jackson.

THE FINANCIAL CRISIS IN THE  
NORTH.

According to native reports public feeling  
has become more reassured, says the *N.-C. Daily  
News* of the 15th inst. It is expected that the  
Tls. 3,000,000 from the Ts. Ching Bank and the  
Tls. 2,000,000 from the Communication Bank  
will be forthcoming, and that these sums will  
relieve the tension to some extent. The Grand  
Council has transmitted to the Viceroy of Liang  
Kiang and the Governor in Sochow a Decree  
ordering them to devise means to save the  
situation. The Viceroy again asked permis-  
sion to issue public loan bonds and received  
an inquiry from the Throne asking what he  
proposed as their security. The Ministry of  
Finance has ascertained that there are Tls.  
16,000,000 in silver in stock in its treasury.  
President Duke Tai Tse of the Ministry of  
Finance has consulted his colleagues and subor-  
dinate, and has resolved to do all in his power  
to cope with the crisis. The panic in Peking  
assumed such serious proportions that some  
of the Imperial Guards Corps were called out to  
supplement the police in maintaining order.  
Dispatches from Nanking report suspension of  
payment by two native banks, with about Tls.  
500,000 involved, and the Viceroy has requested  
President Chang Chien of the Kiangnan As-  
sembly to plan remedial measures.

## TELEGRAMS.

[Protected by the Telegraph Message  
Copyright Ordinances, 1894.]

[FROM THE “CHUNG NGOI SAN FO.”]

THE DIFFICULTIES OF  
CHINESE BANKS.GOVERNMENT LOAN FROM YOKOHAMA  
SPECIE BANK.

PEKING, October 18th.

The Board of Communications has  
obtained a loan of twelve millions  
(Taels?) from the Yokohama Specie  
Bank for the purpose of assisting  
Banks in various provinces.

[REUTER'S SERVICE TO THE “HONGKONG  
DAILY PRESS.”]

## THE SITUATION IN PERSIA.

BRITISH AND RUSSIAN INTERVENTION  
PROBABLE.

LONDON, October 18th.

The “Times” Correspondent at  
Teheran, referring to the Note which  
Great Britain has addressed to the  
Persian Government regarding the  
injury done to trade by the failure to  
preserve peace and order in the  
country, says the steps taken would  
appear to mark the end of the policy  
of non-intervention.

Probably the Russians will follow  
suit in the North. The only alter-  
native to the loan therefore is a virtual  
partition of the country. Britain  
naturally prefers the former policy,  
but desires to handle the situation in  
closest possible harmony with Russia.

LATER.

Reuter's Correspondent at Teheran  
reports that the British Note to  
Persia intimates that unless order in  
the South is restored within three  
months, Great Britain will be obliged  
to take certain measures consisting of  
the organisation of a local force  
commanded by Anglo-Indian Officers,  
the cost of the upkeep to be defrayed  
by a 10 per cent. surcharge on the  
Customs of the Persian Gulf. If this  
proves insufficient a portion of the  
Fars (?) Customs to be added.

It is presumed that in the event of  
it being impossible to obtain recruits  
locally, Great Britain will introduce  
Indian troops.

THE BRITISH ROYAL FAMILY  
AND EX-KING MANUEL.

LONDON, October 18th.

Their Majesties King George and  
Queen Mary have arranged to visit  
the Ex-King of Portugal and Queen  
Amelia on Saturday at Wood Norton,  
the residence of the Duke of Orleans.

DISASTROUS “CYCLONE” IN  
HAVANA.

LONDON, October 18th.

A cyclone did enormous damage in  
Havana last night.  
Communication with the interior  
is cut off to-day.

## RUSSO-ASIATIC BANK.

AN AMALGAMATION.

We are officially informed that on the 17th  
October the Russo-Chinese Bank amalgamated  
with the Banque du Nord under the style of the  
Russo-Asiatic Bank with a capital of Roubles  
35,000,000 (fully paid) and Kpg. Tls. 3,500,000  
(fully paid), and Reserve Funds of Roubles  
17,005,147.60, and Kpg. Tls. 1,670,000.00.

The Russo-Asiatic Bank has 86 branches in  
Russia and Siberia and 25 branches in Europe,  
Asia and America. All the engagements of the  
Russo-Chinese Bank are transferred to the  
Russo-Asiatic Bank, which assumes full  
responsibility for the same. The business  
formerly carried on by the Russo-Chinese Bank  
in the Far East will be continued by the Russo-  
Asiatic Bank under the same management.

THE DUTCH GOVERNMENT AND  
JAVA.

The Government has brought in a Bill for  
the purchase of private lands in Indramayoe  
West, in the district of Indramayoe, province  
of Cheribon, Java, for a sum of 3,500,000 gulden  
(\$300,000).

THE BUILDING COLLAPSE IN  
MORRISON STREET.

## RESULT OF CORONER'S INQUEST.

The inquiry was resumed at the Magistracy  
yesterday afternoon into the circumstances  
concerning the building collapse at Nos. 13 and  
15, Morrison Street, which took place on Septem-  
ber 17th, when nine Chinese met their deaths.  
The jury consisted of Messrs. A. L. A. Hissink,  
J. C. Hildebrandt, and F. D. Barretto.  
Mr. P. W. Gidding appeared in the  
interests of the tenants of No. 17, Morrison  
Street, and Mr. M. J. D. Stephens watched  
the case on behalf of the insurance companies.

Ho Shik Cho, the owner of No. 13, stated  
that he had a bricklayer employed on the pre-  
mises at the time of the collapse. He did not  
know the man who was killed in his house.  
Witness had not obtained any permit for the  
work that was being done at his house. A cook-  
house was being built.

His Worship—Is a permit required, Mr.  
Hutchings?

Mr. Hutchings, building inspector—It de-  
pends on what it is.

Witness said he did not know whether  
the work was completed at the time of the  
collapse.

P. Sergt. Lee stated that about 9 p.m. on the  
17th ult. he received information of the collapse  
and proceeded to Morrison Street, where he found  
that Nos. 13 and 15 had collapsed. Cries of  
“save life” and groans were coming from under  
the debris. There was no fire then, but later fire  
broke out in the rear of No. 15. He assisted  
to save life. The collapse appeared to be a  
general one, the houses having fallen across  
the street. Only the rear walls were left  
standing. There were shoring poles in the  
debris. He didn't know where they came from.

You were the first there?—I believe so.  
Mr. Stephens—Was there any fire at No. 17?

—I saw no fire when I went there. Fire broke  
out at the rear of No. 15.

There was no fire at No. 17, during the time  
you were there?—No.

But fire broke out subsequently at No. 17?—  
Yes.

Did you see any fire at No. 17?—No.

You did not visit there subsequently?—No.

You can't say whether there was a fire at No.  
17?—I can't say.

P. S. Gerrard spoke to finding a dead body at  
9 p.m. on the 17th ult. among the debris of the  
ground floor at No. 13, Morrison Street.  
Three days later he found another body at the  
same place. Next day he came across another  
and later he found the body of a child. Wit-  
ness explained that some misunderstanding  
arose at the identification of the bodies. One  
was identified as that of Chan Nam, but when  
another body was taken out it was  
declared to be that of Chan Nam, and the  
first was declared unknown. Witness dug out  
a bag of cement and tools from the debris.

P. S. Blackman deposed to seeing fire at the  
back of No. 15 when he reached the locality at  
9.15. He saw no more fire. The collapsed  
houses had fallen outwards, including the party  
wall, but the rear walls were standing. The  
shoring poles found in the debris seemed to have  
come from inside the house. They were between  
Nos. 13 and 15, opposite the party wall between  
the two houses.

P. C. Burford said the fire at No. 15 was close  
to the wall of No. 17. There was no fire at No.  
17. Witness stated that one of the bodies  
discovered by him was wrapped in a red blanket,  
the man evidently having been asleep when  
overtaken by death. Several beams of the first  
floor at No. 15 were still attached to the wall  
of No. 17, and the bulk of the debris  
was on the top of the first floor of No. 15, though  
a great deal was in the street. All the shoring  
poles he noticed in the debris evidently came  
from No. 11.

P. S. Watt said that he saw at the Govern-  
ment Civil Hospital on September 18th the  
body of a man who had been taken from the  
debris alive but died in hospital.

Lee Choi, scaffold builder, said he shored up  
the beams of No. 13, Morrison Street on Septem-  
ber 6th. The shoring was inside the house.  
No strain was put on the party wall, the shoring  
being all perpendicular.

Mr. James Hutchings, building inspector in  
the Public Works Department, said that on the  
night of the 17th ult. about 11 p.m. he  
was called by the police, who informed him  
there had been a collapse in Morrison Street.  
He proceeded there and found that Nos.  
13 and 15 had collapsed and the roof of  
No. 17 had fallen in. He sent for coolies to  
assist the police in digging out the victims and  
also to shore up the walls which were dangerous.  
The front wall of Nos. 13 and 15 and the upper  
portion of No. 17 had fallen into the street, while  
the roof had caved in. The collapse appeared  
to have occurred near the party wall of  
Nos. 13 and 15 because the front had  
been pushed into the street. The party  
wall collapsed all the way down to the  
first floor. No. 17 suffered severely, the walls  
having been twisted and torn. On the 2nd  
September he visited Nos. 11 and 13 on informa-  
tion received that the party wall had been  
fractured. He found a severe bulge on the side.  
He understood from the inhabitants that they  
were afraid and were going to clear out. He  
reported the matter at once and notice was  
served on the owner of No. 11 on the 2nd  
ult. to pull the house down. Notice  
was also served on the owner of No. 13  
to take his north party wall down. Later in the  
day he visited the place to see if the shoring  
was being carried out at No. 11 and found the  
men at work. Next day he went there again  
and saw that the piers considered most dan-  
gerous had been safely shored. The inhabitants  
had moved. The owner of No. 13 had done  
nothing. He called on him and told him if he  
did not do the work the Government would do  
it and charge it to him. Next day the work

was commenced. He did not notice any  
serious defects on the other party wall  
at that time. One fact he noticed, however,  
was that the whole place was very heavily  
loaded with goods and merchandise. He  
noticed nothing wrong with the wall of No.  
15. He visited the place again before the  
collapse and found both Nos. 11 and 13 in a  
dangerous state. The houses were usually so  
full of goods that it was impossible to see the  
walls. The houses in question were over 25  
years old. He would say the collapse was due  
to inherent weakness of the walls. In all these  
houses the beams were let into the walls, but  
under the new regulations this was illegal.  
White-ants were very difficult to detect. He did  
not examine house No. 15. It was not part of  
his duty to go about examining old houses, but  
he went to them as soon as they were  
reported to him. Weakness of one dividing wall  
did not necessarily mean that the other dividing  
wall was weak as well. It was quite safe to pull  
down one side wall and leave the other standing.  
The only visible signs of weakness in a wall  
were bulging and cracks, but sometimes crush-  
ing might be seen, due to weakness and  
erosion of the bricks. He would ascribe  
the collapse of the wall to bad material  
and workmanship. They were, however, better  
than the Jervoise Street walls. There  
was nothing in the building regula-  
tions limiting the quantity of goods that could  
be stored in each building. They could be  
loaded to whatever limit the tenants wished  
without restriction.

The Jury found that the death of the Chinese  
was due to the collapse of the building; and that  
the collapse was due to defective walls; that  
there was no negligence on the part of the  
Public Works Department, but that the inspec-  
tion should have been more thorough.

## FAREWELL TO H. E. LIU YU-LIN.

His Excellency Liu Yu-Lin, the New Minis-  
ter to London, was the guest at a dinner given  
recently at Hotel des Wagnons-Lits, Peking, by a  
thoroughly representative gathering of British  
subjects. Mr. F. A. Aglen, Acting Inspector-  
General of the Imperial Maritime Customs,  
presided, and in proposing the health of the  
guest said—

Gentlemen,—It is now my pleasant task  
to propose the toast of the evening. For reasons  
which will be readily appreciated by all present  
our country's representative, Mr. Liu Yu-Lin,  
has been unable to take the chair to-night, but  
we all welcome his presence here and the sup-  
port which it lends to our proceed-  
ings. Gentlemen, this Excellency Liu  
Yu-Lin needs no introduction to you. For some  
time past he has occupied an important post in  
the official life of the Capital. Had that,  
however, been all, he might still be merely a  
name to many of us here present. A name  
familiar enough in the Chinese hierarchy of the  
Legations, but still merely a name. There is,  
however, in Peking, apart from the official or  
business lives that all of us are compelled to lead  
and which occupy so much of our time, another  
side of our existence and one which makes Peking  
for foreign residents one of the most desirable  
places in the Far East. I allude, of course, to  
our social life. It is on this side that many of us  
have come into an intimate contact with his  
Excellency and it is in this connection that we  
have got to know him so well. It is not for  
me to dwell on the diplomatic abilities of his  
Excellency, his appointment to so important a  
post as the Court of St. James is evidence of the  
weight his Government attaches to them and  
that they have been proved to be of no mean  
order. But to his social gifts and the qualities  
which have placed him in the front rank of those  
who have been endeavouring to break down the  
barriers which have so long interposed between  
Chinese and foreign society here I can, although  
comparatively new to the scene, testify. To his  
foreign friends his Excellency is known as a  
charming host, a good sportsman, and a well-  
come guest. He can handle a cue with the  
best of us, he is, I believe, a man of good  
of a race pony, and he plays an excellent hand at  
bridge. He will, I need hardly say, be greatly  
missed from our midst, but these very qualities  
which have enabled him to play so important a  
part in our social life will go far to make him  
welcome in the sphere to which he is now called.

The responsibility of representing this great  
nation is a very real one. It is of the utmost  
importance for a good understanding between  
Chinese and foreign countries that those who  
represent the former should have sympathy with  
and thoroughly understand foreign points of view.  
Gentlemen, his Excellency, is, I think, admirably  
equipped by the experience he has gained and  
the training he has undergone to understand  
and sympathize with our countrymen. Educat-  
ed in America, he has held office in London and  
South Africa and has come into contact with  
Englishmen of all degrees and shades of  
opinion. His sojourn in one of our most im-  
portant Crown Colonies in Asia will have still  
further enabled him to appreciate British aims  
and aspirations, and I can assure nothing but  
good for the country he represents and that  
to which he is accredited, from the appointment he  
is soon to take up. For those of us who have  
made a second home in China and have known  
his Excellency in Peking, it will always be  
pleasant to reflect that on our brief visits home  
we shall always have a friend at No. 49,  
Portland Place.—From the *N.-C. Daily News* report.

## A SOLDIER'S SUDDEN DEATH.

The Aldershot Coroner last month held an  
inquest on the body of Lieut. William Shute, a  
sergeant of the Wireless Company, Royal  
Engineers, who died suddenly while out ex-  
ercising some horses. Medical evidence showed  
that a large artery leading from the heart was  
found on a post-mortem examination to be so  
dilated that a sudden strain would cause death.  
A verdict of death from natural causes was  
returned.

The deceased soldier had an interesting  
career, for outside his military service he was  
twice decorated by the Royal Humane Society  
for bravery. He won the first award in  
Hongkong on the 30th June, 1899, when a boat  
containing a number of coolies was capsized in  
the harbour, and Shute jumped from the pier  
and saved four of the men, bringing them out  
one by one. For this act he was awarded the  
bronze medal. On the 1st August, 1900, he  
again saved a man from the harbour, and he  
was awarded a testimonial on vellum.  
The deceased, who was only 33 years of age,  
had 19 years' service; he had served abroad in  
Hongkong and Esquimaux (British Columbia).  
He was the eldest son of Captain W. J. Shute,  
who was quartermaster of the troops and  
companies in Aldershot in 1906, when he retired.  
Deceased leaves a widow and two young  
children.







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: PIGAS Codes: A.B.C. 5th Ed-Liber's.

## NEW ADVERTISEMENTS

**WOOLLENS, SOFT GOODS, etc.** Two Gentlemen in England, thoroughly experienced in buying all classes of Woollens, Cotton Textiles, etc., Millinery, Soft and Fancy Goods generally, also with good knowledge of requirements of Far Eastern Markets, commencing business on own account as Home Buyers, are open to represent good Eastern Firm. Highest references, first-class buying connection. Write fully to—**"WOOLLENS."** 1187. Care of "Daily Press" Office.

**HONGKONG FIRE INSURANCE CO., LIMITED.**

## NOTICE.

**NOTICE IS HEREBY GIVEN** that SCRIP CERTIFICATE with respect to 4 shares numbered 770 (7704 in the above-named Company standing in the name of Mr. YEONG NAI ON of Hongkong, has been LOST and should the same not be produced before the 2nd proximo, a new Scrip Certificate will be issued to the said Mr. YEONG NAI ON, and no transaction taking place under the old Scrip Certificate will be recognised by the Company.

JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 18th October, 1910. [1189]

**THE ROYAL HONGKONG YACHT CLUB.**

## NOTICE.

SEASON 1910-1911.

**THE SEASON WILL OPEN ON SATURDAY, November 5th;** when Races will be held for Yachts sailed by Ladies and Rowing Races will also be arranged.

Racing will commence at 3.00 p.m., and it is hoped all Members will be present and will bring their Friends.

By Order,

S. J. CHINCHEN, Hon. Secretary and Treasurer. Hongkong, 19th October, 1910. [1188]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

**THE Company's Steamship**

## "CHINA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

The Steamship brings Cargo from Venice ex s.s. "Almisa," "Sultan," and "Metovich" transhipped at Trieste.

Trieste ex s.s. "Africa," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 24th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 10 a.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents, Princes' Building. Hongkong, 17th October, 1910. [5]

## JUST PUBLISHED:

**"POPPY PETALS,"**

By D.R.C.

Author of "LUI SING," "The Flight of an Arrow," &c.

Price \$3.50.

**THESE TALES** are not the wroten tissue of the writer's brain, but are veritable STUDIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary resident.

KELLY & WATSON, Ltd. Hongkong, 27th September, 1910. [1114]

## JUST UNPACKED.

**A SPLENDID ASSORTMENT** of the following Latest Novelties: UP-TO-DATE STYLES.

The "Setwell" Hair Rolls, Hair Frizzettes.

The Improved "Coiffette" Hair Rolls.

The "Turbanette," Latest Parisian Flexible Hair Forms.

Indispensable to the Present Style of Hair-Dressing.

**HOOSAIN-ALI & Co.,** No. 14, Queen's Road Central. Hongkong, 15th October, 1910. [707]

**JUST RECEIVED AND FOR SALE** for the PRESENT SEASON the ASSOCIATED AGRICULTURAL and HORTICULTURAL ASSOCIATION of LONDON.

A selection of the best varieties of their famous and tested **VEGETABLE and FLOWER SEEDS.**

ALSO GARDEN FERTILISERS, BOOKS ON GARDENING, &c., &c.

**GRACA & CO.,** 27, DES VOUX ROAD, HONGKONG. [1131]

## INTIMATIONS

## HARMSTON'S CIRCUS.

**THE OPENING NIGHT** has been POSTPONED until FRIDAY, 28th October. Further Particulars later.

R. ALTON, Agent. Hongkong, 17th October, 1910. [1178]

G. R.



SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

**TAKE NOTICE** that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the Walls of each Room, all Cielings, Partitions, Stair Casings and Slat Landings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls lime-washed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yau Ma Tei Service Reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and lime-wash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board.

Dated this 15th day of October, 1910.

W. BOWEN-BOWLANDS, Secretary. [1174]

## FOR SALE.

**REMAINING** Portions of MARINE LOTS 31 and 35, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

**TO BE LET OR SOLD** IN LOTS TO SUIT TENANTS OR PURCHASERS.

**MARINE LOT No. 285**

**EXTENSIVE WATER FRONTAGE, DEEP WATER.**

Apply—**G. FENWICK & Co., Ltd.,** ENGINEERS, &c., PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [1188]

**ON SALE.**

**HONGKONG HANSARD REPORTS** of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISSED BY THE MEMBERS.

PRICE \$3.

DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

**APPLES**

**"TASMANIAN STURMERS"**

OF EXCELLENT QUALITY

20 Cents Per lb.

**THE DAIRY FARM CO., LTD.** [42]

**SHOT MANUFACTURERS.**

**ABBEY IMPROVED CHILLED SHOT** Co., Ltd., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only).

**CARTRIDGES, SPORTING** (ABBEY BRAND).

Loaded by the ABBEY IMPROVED CHILLED SHOT Co., Ltd., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only). [925]

**NEW CARTRIDGES.**

**BY** popular English Manufacturers. In all Bore and Sizes.

**SMOKELESS POWDERS and CHILLED**

**SHOTS.** From No. 10 to 8SSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR-GUNS in Variety.

Inspection Invited.

**WM. SCHMIDT & Co.,** Hongkong, 26th October, 1906. [1181]

**AUTOMATIC BROWNING**

**POCKET PISTOLS.**

**CALIBRE 7.65 mm.**

**With CHAMBER for 8 CARTRIDGES**

**FIRING 8 SHOTS in 2 SECONDS.**

**SIEMSEN & Co.,** Hongkong, 6th March, 1907. [33]

**SINGON & Co.**

**IRON, Steel, Metal and Hardware Merchants,** Wholesale and Retail Ironmongers, Pig Iron and Foundry Coko Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515. [496]

## NOTICE OF FIRM

## SUN SHING.

**THE BUSINESS of the SUN SHING** is now being carried on in co-partnership by the undersigned at the usual address, No. 90, Queen's Road Central, Victoria, Hongkong, and Mr. LEUNG WING PO has been Appointed MANAGER.

The Public are respectfully solicited to continue their patronage and confidence, and their Orders will be carefully and promptly carried out.

NG HON CHI, TSI YUM CHI, SUM PAK MING, FUNG HEUNG CHUN, CHAN SING HO, CHEUNG YUNG CHAU, CHEUNG MAN HING, CHAN TSE MUT, LEUNG HOK LAU.

Hongkong, 11th October, 1910. [1165]

## NOTICE OF REMOVAL

**WE have This Day REMOVED** our Office to No. 8, DES VOUX ROAD CENTRAL, 2nd floor (corner of Ice House St) WEASER & HAVEN, Architects and Surveyors.

Hongkong, 1st October, 1910. [1134]

## WANTED

## WANTED.

**A QUALIFIED DOCTOR** for a Steamer to Singapore for two trips this year. Must possess a Diploma recognised by the Straits Government.

Applications should be made on or before 20th inst. to—

KIN TIE LUNG, No. 27, Bonham Strand W. Hongkong, 17th October, 1910. [1179]

## SITUATION WANTED.

**JAPANESE GIRL** wishes to have a Situation as Lady's Amah or Baby Nurse. Speaks English fluently. Apply to—Care of "Daily Press" Office. Hongkong, 14th October, 1910. [1170]

## INSURANCE

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.** WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.

I. Authorized Capital ... \$6,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500 0 0  
II. Fire Funds ... 3,488,136 6 7

The Undersigned, AGENTS for the above against FIRE and MARINE RISKS at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 19th July, 1910. [788]

## DENTISTRY

**DR. M. H. CHAUN.**

DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

**1ST FLOOR, ROOMS 2 and 3.** From the University of Pennsylvania, U.S.A. Hongkong, 27th January, 1910. [1022]

**SIEN TING**

**SURGEON DENTIST,** No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.

Consultation Free. Hongkong, 21st September, 1905. [1083]

## LABUAN COAL.

**NOTICE—THIS COAL** can only be obtained from THE LABUAN COAL MINES CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan."

BRADLEY & Co., Agents. Hongkong, 12th August, 1909. [931]



**MITSU BISHI GOSHI KWAISHA.**

**(MITSU BISHI CO.) COAL DEPARTMENT.**

**SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOYO, NAMAZUTA, SATO, SHINNEW and KANAYAMADA, Collieries.**

**SOLE AGENTS for KISHITAKE, MIYAO and KIGYO KOMATSU Coals.**

**HEAD OFFICE—MARUNOUCHI, TOKYO.**

**BRANCH OFFICES—NAGASAKI, MOJI, KAKATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.**

Cable addresses for above, "I WASAKI" Codes, AI, ABC 5th Ed., Western Union.

**AGENCIES—** YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. CHANGING & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to **H. OISHI, Manager,** No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [574]

## TO LET

## TO LET.

**IN No. 5, QUEEN'S ROAD CENTRAL,** Victoria Building, ROOMS suitable for Offices. One GODOWN in MASON'S LANE. Apply to—**DAVID SASSOON & Co., Ltd.,** Hongkong, 8th March, 1910. [95]

## TO LET.

## KING'S BUILDINGS.

**OFFICES** facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd. Apply—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,** Hongkong, 1st October, 1910. [89]

## TO LET.

**OFFICES, Hotel Mansions.** Apply to—**HENRY HUMPHREYS,** Alexandra Buildings, Hongkong, 2nd February, 1910. [151]

## TO LET.

## MODERATE RENTAL.

**HOUSES** in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court. Apply to—**ARRATON V. APCAR & Co.,** 14, Des Vaux Road, Central, 1st Floor. Hongkong, 28th July, 1910. [874]

## TO LET.

**NEW and COMMODIOUS SHOPS,** Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

**KOWLOON MARINE LOT 48,** Yau Ma Tei, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—**HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.** Hongkong, 1st December, 1909. [790]

## TO LET.

**SELF-Contained FLATS,** NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to—**J. HENNESSEY SETH,** No. 8, Des Vaux Road Central. Hongkong, 1st October, 1910. [795]

## TO LET.

**NOS. 19 and 23, SHELLY STREET,** new 5-Roomed Houses. 1 HOUSE in Bellios Terrace. OFFICE in BEACONSFIELD ARCADE. No. 9, BEACONSFIELD ARCADE (Shop). C. M. S. PEAK BUNGALOW, MOUNT KELLET, furnished, for 7 months from 1st November, 1910.

No. 57, PRAYA GRANDE, Macao. 2000 S.A.Y. (Yacht) CRUISE, at Peak, commanding a magnificent view of the Harbour and Adjacent Islands.

**WANTED—A Small Furnished House,** 4 to 6 Rooms, for a few months from about November, 1910, about Robinson Road level for choice.

Apply to—**LINSEAD & DAVIS,** 3rd Floor, Alexandra Buildings. Hongkong, 6th October, 1910. [91]

## TO LET.

**GODOWN, No. 5A, DUDELL STREET.** Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,** Hongkong, 1st October, 1910. [88]

## TO LET.

**IN SHAMEN, BRITISH CONCESSION, CANTON.** A SIX-ROOM HOUSE, situated in Central Avenue, suitable for Office and Residence.

For Sale Two valuable Ground Lots, Middle Avenue. For Particulars, apply to—**HERBERT DENT & Co.,** Canton, 22nd September, 1910. [1106]

## TO LET.

**"HOMEVILLE," 153, WANCHAI ROAD,** TEN ROOMS. Good View of Harbour.

Apply to—**ARRATON V. APCAR & Co.,** 14, Des Vaux Road Central. Hongkong, 24th September, 1910. [1124]

## TO LET.

**No. 21, CONDUIT ROAD,** Clifton Gardens. Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

**GODOWN, 151 to 155, PRAYA EAST.** OFFICES No. 2, Connaught Road, 3rd Floor.

**A HOUSE** in Wong Nei Chong Road. OFFICES in YORK BUILDING. No. 10, DES VOUX ROAD CENTRAL, 1st floor.

**SEMI-EUROPEAN FLATS,** Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,** Hongkong, 1st October, 1910. [87]

## TO LET.

**GODOWN, No. 4, New Praya, Kennedy Town.** Apply—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,** Hongkong, 1st October, 1910. [994]

**DAVID COESAR & SON'S** MERCHANT NAVY NAVY BOILED LONG FLAX REMNANCE CROWN TARPAILING. ARNHOLD, KARBEG & CO Sole Agents. [1535]

## AUCTION

## BY ORDER OF THE MORTGAGEES.

## PUBLIC AUCTION.

**MESSES. HUGHES & HOUGH** have received instructions to Sell by PUBLIC AUCTION, TO-MORROW (THURSDAY), the 20th day of October, 1910, at 12 o'clock, Noon, at their AUCTION Rooms in Ice House Street,

**THE VALUABLE LEASEHOLD PROPERTY IN ONE LOT** Known as

Nos. 2, 4, 6, 8, 10, 12, 14, and 13, LI SING STREET, Victoria, Hongkong.

The property consists of all that piece or parcel of ground situate at Victoria in the Colony of Hongkong formerly Registered in the Land Office as the REMAINING PORTION OF MARINE LOT NUMBER SEVENTY-ONE, and now known as Sections B, S, T, U, and the Remaining Portion of Marine Lot Number Seventy-one, and has an area of 8,204 square feet or thereabouts.

Particulars and Conditions of Sale may be had from the Vendors' Solicitors, MESSRS. DEACON, LOOKER & DEACON, No. 1, Des Vaux Road, Central, Hongkong, and also from the Auctioneers.

Hongkong, 10th October, 1910. [1161]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS STORE.**

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1184]

## BANKS

**INTERNATIONAL BANKING CORPORATION.**

CAPITAL PAID UP ... Gold \$3,250,000  
RESERVE FUND ... Gold \$3,250,000  
Gold \$6,500,000

(about \$1,500,000.)  
HEAD OFFICE: 63, Wall Street, New York.  
LONDON OFFICE: Threadneedle House, E.C.

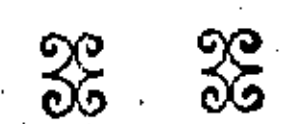
**LONDON BANKERS:** BANK OF ENGLAND.



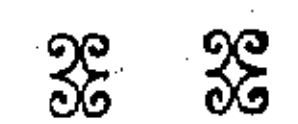
## For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by Local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against  
Infection.



Perfect Personal  
Cleanliness.



Freedom from  
Skin Irritation.

### Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

### Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

### Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?  
Each suits the climate.

## BOVRIL

The Supreme Achievement in  
Beef Concentration.

INFINITELY SUPERIOR TO MEAT EXTRACT OR BEEF TEA.

BOVRIL is supplied to the British Admiralty and War Office, the India Office, and is used in over 2,000 Hospitals.

BY APPOINTMENT TO HIS MAJESTY THE KING.

## JON ROBERTS & CO., LD.

BILLIARD TABLE MAKERS,  
BOMBAY.

UNDAKE to Supply a First-class Full Sized BILLIARD TABLE, design No. following Specification, viz.: On Eight Massive Turned Legs, raised panels to Carved Feet, Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Pilest Whipcord Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent, ting toes, with lever for levelling, complete with the following accessories—

- |                                    |   |
|------------------------------------|---|
| 12 Selected Cues.                  | 1 Wall Cue Rack.                                |
| 1 Butt Rest, Patent Brass Head.    | 1 Wall Butt Rack.                               |
| 1 Billiard with Patent Brass Head. | 1 Set Billiard Rules, Framed.                   |
| 1 Long Butt.                       | 1 Best Billiard Brush.                          |
| 1 Mid Butt.                        | 1 Set "Crystalline" or "Bonsoline" Bill. Balls. |
| 1 Billiard Mfg. Board.             | 1 Box Best Cue Tips, assorted.                  |
| 1 Dust Cover Table.                | 1 Cue Tip Fastener with File.                   |
| 1 Straightedge & Circle.           | 1 Bottle Cue Cement.                            |
| 1 Best Spirit J.                   | 1 Box Silk Spots.                               |
| 1 Smoothing L with Shoe.           | 2 Dozen Best White Chalk.                       |

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400 nett.

Illustrated p. lists giving prices and particulars of everything pertaining to billiards can be had on application from the Offices of this paper.

## "SHACKELL" "SEAL RED PRINTING INK IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET. SAMPLE GRATIS SHACKELL EDWARDS & CO., LTD. PRINTING INK MAKERS ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.  
Hongkong, 16th October, 1907.



## COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will do FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equaled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY  
From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Sochow Road, Shanghai.

### FAR EASTERN QUESTION.

#### MR. PUTNAM WEALE ON ASIATIC COMPETITION.

Under the title of "The Disappearance of China," Mr. B. L. Putnam Weale on the 22nd ult. delivered an address to members of the Manchester Chamber of Commerce, in which he reviewed with striking clearness the many perplexities and grave potentialities of the situation in the Far East. Lancashire, of course, attaches immense importance to the future of China, which, with its teeming millions, forms one of the chief markets for the textile manufactures of the industrial North; and Manchester merchants naturally displayed great interest in the visit of such a well-known authority as Mr. Putnam Weale, whose intimate knowledge of the East has been revealed in several treatises familiar to all students of the Far Eastern question.

Introducing Mr. Putnam Weale to a numerous gathering, the President of the Chamber (Mr. W. T. Stubbs) mentioned that Mr. Weale was for five years on the staff of Sir Robert Hart, and had been very closely in touch with Chinese officials. The information he had to communicate had, therefore, been obtained first hand. (Cheers.)

Mr. Putnam Weale began by saying that the question of China was a vital one, and was not so well understood in this country as it might be. China had long been politically as much a geographical expression as Italy once was. She had recently effected many reforms, but in relation to present-day facts she still remained a house of cards, a condition of affairs, obtained mainly because of three peculiar circumstances. The first was that Manchuria, which had always been the key to the Chinese Empire, was now in the occupation of two foreign Powers. The second was that owing to the Boxer rising in 1900 large indemnities were thrown on the Chinese Government, which had long been in the nature of a drain on national wealth; and the third was that the internal position was very complicated. These three facts made any forward progress in China a matter of extreme difficulty. China, nevertheless, had been attempting to effect reforms ever since 1900 and had made progress. Relatively speaking, however, the progress was small, and should any important event occur, everything would collapse like a house of cards. In these circumstances it became apparent that something should be done to prevent so great a disaster as a fresh crisis in the Far East. Normally, the situation was guaranteed by the Anglo-Japanese alliance—that was until the year 1915—but really it was guaranteed very little, if at all.

#### ENGLISH POLICY IN CHINA.

Mr. Weale proceeded to survey the history of English policy in China from the old Canton days, and showed that its object was to obtain open ports everywhere. So long as China was dominated by the English policy, he continued, the open door was a fact, and not a polite fiction. We need not pride ourselves too much on the policy, because it was the only sound one we could possibly follow. But as soon as we subordinated our Far Eastern policy to the largely imaginary requirements of some thought of the European situation, the open door became the subject of a popular joke in the Far East. He did not wish to emphasise this point too much, but he had discussed that question since he had been in England with a large number of people; and while they agreed with him in many particulars, what they really wanted was more than anything else Asiatic competition in industry. That is what we have to look at; and although we admit that our alliance with Japan has already occasioned us some loss, it has at least given us security. But with Asiatic competition it is otherwise; it is a question about which we know very little, but we believe that if China is pushed along the road too fast we may raise up some new peril about which we know nothing now.

The line of argument, therefore, appeared to be that irrespective of what happened to China politically—that was, whether she disappeared or not—Asiatic competition was the only matter which was of really vital interest to the people of England.

#### JAPAN'S AIM.

The trouble was that undoubtedly Japan, which was a poor country, looked upon China, like many people in England were said to look upon Germany, as a rival who was fast gathering strength. China was so much weaker in potential wealth, and her population was so much larger than that of Japan, that it must be evident to everyone that if China ever became a really great Power, Japan's position in the future could not be what it had been in the immediate past—that was to say, that automatically the growth of China would reduce Japan to a position, he would not say of inferiority, but in which she would menace nobody. The secret of Japanese policy for fifteen years had been to win numbers and territories. He used these words deliberately, because he had often discussed the question with Japanese gentlemen, who had frankly said that their nation was determined to extend. The irony of the present alliance became patent when they saw that Japan must push on so long as China remained weak. She could not allow, say, Russia, to resume her old position. There was one word Japan preached, and that was "Advance." It was very convenient that they should have an actual date when it was possible to foresee that something critical might happen. That date was the year 1925, when the twenty-five years' lease of Port Arthur would fall in. It was believed in China that this would prove the date of the next great crisis in the Far East. If nothing happened in the meantime. Without entering into the question of Japanese motives, he asked any of his hearers whether they were prepared to believe that when that date came Japan would hand back that territory, which was, as he had said, in the nature of a key to the whole Chinese Empire. He thought everyone would agree that she would not do so unless something very surprising had happened in the meantime. The result would be that China would dispute Japan's decision to remain where she was now, and they might, therefore, easily see a fresh war. That war could only end, so far as one could see at present, in a fresh victory for Japan, and when she had won her boundaries would be taken within night of the Great Wall of China.

#### WARNING TO CHINA.

So great a man as the late Prince Ito was not afraid when he was in Korea to give a warning to China. He said, in so many words, that if China did not become strong within a reasonable period it would be necessary for some Power to take control. The meaning of this might be that on some day not very far distant China might be forced to make her peace directly with Japan. China would have to go to Japan as a poor man went to a rich man, and say: "I can no longer exist without your help; will you help me?" When Japan proffered her help they might be quite sure that it would be of a sort which would secure for her, if not the markets of the East, at least some preferential treatment from which it would be impossible to oust her. (Cheers; hear.) It was obvious that the only way to secure things was to strengthen China. It would be quite impossible

for England to lend her strength to China in the form of troops and fleets, but it would be very simple to approach China afresh, along with the rest of the Powers, and propose a general conference in which the whole question of the Far East, and especially of China's future, would be gone into, and all those debatable questions, if not settled, would, at least be very carefully discussed. If Japanese methods, which undoubtedly were good methods for the Japanese, were applied in China, in a very few years England's commercial relations with that great Empire would have completely changed.

#### JAPANESE TARIFF.

The recent Japanese tariff was a warning of what might ultimately happen. He could not close without saying something as to the curious condition into which our diplomacy had got owing to the total subordination of Far Eastern politics, so far as Great Britain was concerned, to the situation in other parts of the world. Our legislation had not attempted any constructive diplomacy for at least ten or twelve years, apart from the Mackay Treaty. It had become a mere "Office of Claims" against China, and post and telegraph office in constant communication with London. They must not think that if they did nothing China was going to allow things to rest. It was common gossip that unless during the next year or so a change came naturally the Chinese would make some attempt to arrange a combination which would allow them to avoid what was coming—that was to say, not absorption, not annexation, but domination. If a very few things were done the Chinese would not attempt to rely upon their old friends. He said deliberately that there was at the present moment, not only in Peking, but all over China, a great mistrust of England, because they saw that our policy in the Far East had become subordinated to the European situation, and that we could no longer be relied upon to help anybody but ourselves. (Hear, hear.) Things had been drifting too long out in China, and he was sure that anything that was done now on the English side would come as a most welcome surprise to the Chinese, and would magically change China's distrust of England and her very strong inclination to seek friendship with a group of Powers now generally supposed to be antagonistic to us. (Cheers.)

On the motion of the president, seconded by Mr. Ashworth, a cordial vote of thanks was accorded to Mr. Weale.

#### THE SILVER MARKET.

The following extracts are taken from Messrs. Samuel Montagu & Co.'s Circular of Sept. 22nd:—

The Silver Market this week has been slightly more interesting than recently. Buying orders from both India and China, coming on a market somewhat scantily supplied, resulted in a gradual improvement in the price from 24½ for cash and 24½ for two months on the 16th inst., to 24½ and 24½, quoted on the 21st. On the latter date considerable purchases were made for Indian bazaars, induced by the fear that the Bombay speculative group may insist in calling up all the silver that is due to them on the Settlement, which takes place on the 24th.

Calcutta has also bought moderately. On the 21st inst. holders shipped about 215,000 silver to Shanghai, which we understand has not yet been absorbed in sales from Calcutta, and the price of the market was quite steady, as long as there is no unloading by the speculative group.

We understand that a considerable amount of silver will be sent to Bombay by next week's steamer, which is due to arrive in time for the October Settlement. The daily offtake there is about 70 bars.

The Chinese exchange still remains on a parity with silver, and a fairly considerable business has been transacted both ways by Shanghai. In this connection it is interesting to note the extraordinary development of the soya bean trade. Whereas in 1907 the total exports of beans and bean-oil from Manchuria amounted to only £2,000,000, in 1909 the total reached £2,750,000. The crop this year is exceptionally good and is estimated at fully 1,000,000 tons, and as the price has advanced, we should not be surprised if the total shipments considerably exceeded the high figure of last year. We need hardly say that this in itself is distinctly a "bull" feature as regards silver.

#### WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 19th at 11.30 a.m.—The barometer has risen moderately over Japan and the Bonins, the depression having moved away over the Pacific.

Pressure has increased slightly and is highest over N. China. Moderate monsoon may be expected over the N. part of China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood.	E. winds, moderate; fair.
Formosa Channel.	N.E. winds, moderate.
South coast of China between Hongkong and Lanchow.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

## THORNE'S OLD VAT



Is the oldest and still inimitably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS

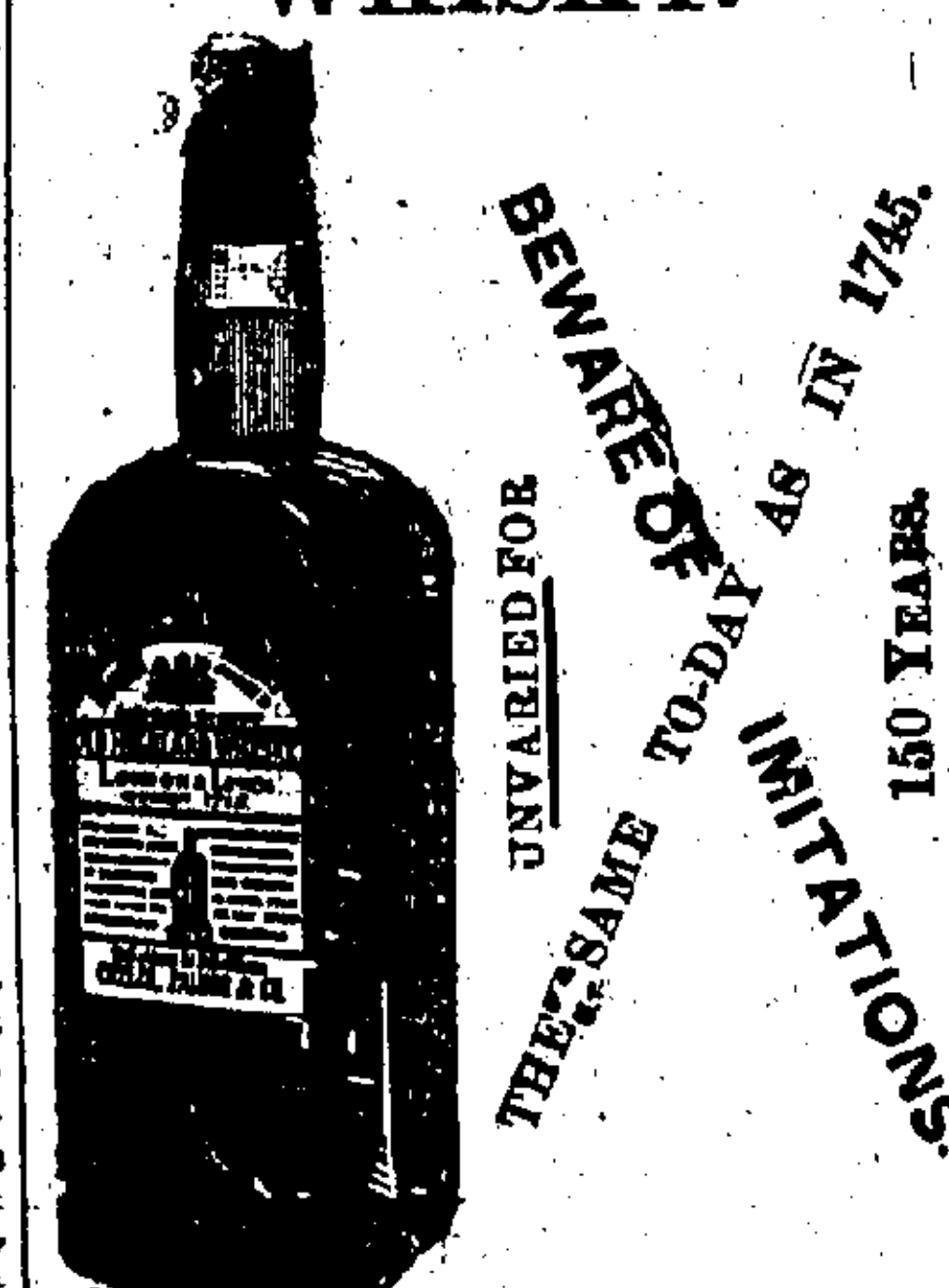
Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong; 131, Fleet Street, London; or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.  
A. S. WATSON & CO., LTD.

## NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

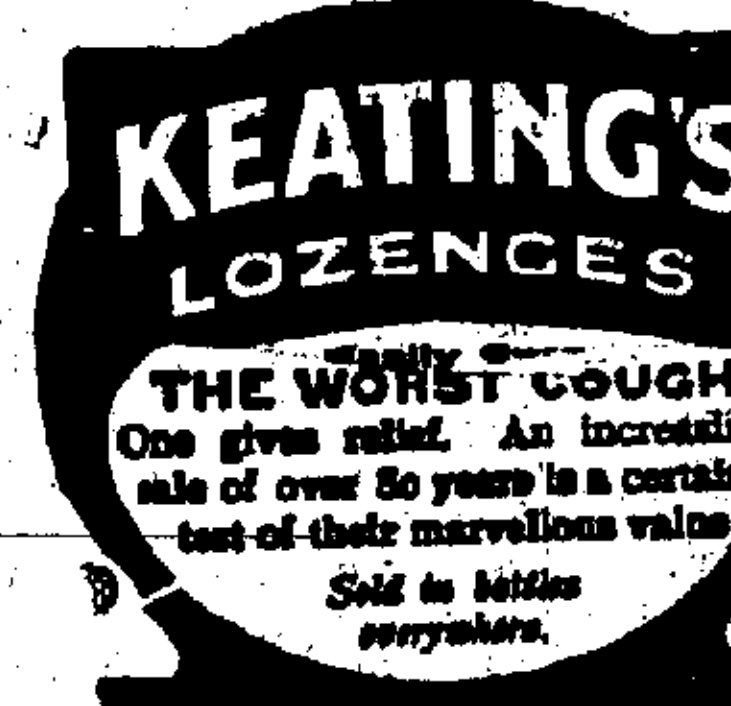
## A GOOD SET OF TEETH

is of the greatest importance to everyone for the sake of health and appearance.

## ROWLAND'S ODONTO

Thoroughly cleanses the Teeth from all impurities, whitens and preserves them, eradicates the formation of Tartar, Prevents and Arrests Decay, and gives a Pleasant Fragrance to the Breath.

Contains Nothing Gritty or Acid. 2/6 per box. Sold by Stores, Chemists, and ROWLANDS, 67, Hatton Garden, London.



## KEATING'S LOZENGES

THE WORST COUGH

One gives relief. An increasing sale of over 20 years is a certain test of their marvellous value.

Sold in bottles everywhere.

## APIOLINE (CHAPOTEAUT)



## LADIES SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

8114 at a. Universal.

180-3.

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

Big C

### NOTICES TO CONSIGNEES

SWEDISH EAST ASIATIC CO., LTD.,  
GOTHENBURG.

#### NOTICE TO CONSIGNEES.

THE Steamship

"PEKING"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 9.30 a.m.

All Claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

OLOF WILK & CO., CHINA AGENCIES  
AKTIEBOLAG.

Hongkong, 16th October, 1910. [1183]

#### NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamers

"JAPAN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 17th October, 1910. [1]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE

#### NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 9.30 a.m.

All Claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
General Agents

Hongkong, 16th October, 1910. [5]

#### "MOGUL" LINE OF STEAMERS.

#### NOTICE TO CONSIGNEES.

S.S. "SIKH."

FROM MIDDLESBROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th Nov., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 2.45 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DODWELL & Co., Ltd.,  
Agents.

Hongkong, 17th October, 1910. [1182]

#### A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is a slowly weakening—a break-down—as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weakness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is the only remedy for such cases is increased vitality—vigour—VITAL STRENGTH & ENERGY.

To throw off this ill-fated feeling, and experience proves that as night succeeds day this may be made certain by a course of

#### THE NEW FRENCH REMEDY THERAPION No. 3

thus by any other combination. So surely as it is taken in accordance with the directions accompanying it, the shattered health restored, the expiring lamp of life

#### THE EXPIRING LAMP OF LIFE LIGHTED UP FRESH.

and a new existence imparted in place of what had so lately seemed worn-out, used up, and valueless. This wonderful medicine is suitable for all ages, constitutions and conditions; in other words, it is difficult to imagine a case of disease or derangement not be speedily and permanently overcome by this recuperative essence, which is destined to cast into oblivion everything that has preceded it for this wide-spread and numerous class of human beings.

#### THERAPION

Obtainable at all Chemists, or from the Principal Agents:—  
Cardinal & Sons, 11, Rue de la Harpe, Paris; Dr. J. B. Bouchard, 11, Rue de la Harpe, Paris





**"WINFRED"**  
**CIGARETTES.**

Per 50  
**50** cents.

**In handsomely decorated Tins  
and in Patent air-tight Tins.**

**Virginian Leaf Cigarettes, made from pure Tobacco of the finest quality at moderate price.**

SOLE PROPRIETORS:  
**ARDATH Tobacco Co., LONDON.**



**STRAITS SETTLEMENTS STOCKS AND SHARES.**  
**RUBBER COMPANIES.** SINGAPORE, C.

Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, Sept. 8	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, Sept. 8	Dividends
10/ paid	Alor-Pongau ...	.....	.....	fy. paid	Malacca Ordinary ...	8.5.0	.....
fy. "	Anglo-Johore ...	.....	.....	2/ fy. "	Morlimau ...	7/-	.....
2/ fy. "	Anglo-Malay ...	1.6.0	25% '10	fy. "	Merton Syndicate ...	.....	.....
17/8	Bakap ...	.....	.....	2/ fy. "	Mount Austin ...	.....	.....
fy. "	Banang ...	.....	.....	14/ "	Narborough Est. ...	.....	.....
fy. "	Batu Caves ...	17.5.0	70% '10	2/ fy. "	North Hummock ...	.....	10% int. '08
fy. "	Batu Kawan ...	.....	.....	2/ fy. "	Padang Jawa ...	.....	.....
2/ 1/ "	Batu Tiga ...	5.10.0	.....	fy. "	Pandan Johore ...	.....	.....
15/ "	Beranang Selangor ...	.....	.....	2/ fy. "	Patajang ...	3.7.6	50% '10
fy. "	Bernam Perak ...	.....	3% '09	fy. "	Pelepah (Johore) ...	.....	.....
fy. "	Do. Ordinary ...	.....	.....	fy. "	Perak ...	10/6	42½% '08
12/6	Bidor ...	.....	.....	10/ "	Peneiro Est. ...	.....	.....
2/ fy. "	B'lands Selangor ...	.....	.....	12/6	Pra ...	.....	10% '08
2/ fy. "	Bukit Cilih ...	.....	.....	12/6	Raxanuf ...	.....	.....
fy. "	Bukit Kajang ...	3.0.0	.....	fy. "	Rembia ...	10/6 pm	.....
2/ fy. "	Bukit Mertajam ...	2.7.8 pm	.....	2/ fy. "	Rim ...	.....	.....
Options	Bukit Rajah ...	.....	.....	15/ "	R. Est. of Krian ...	.....	.....
fy. paid	Bukit Selangors ...	18.5.0	150% '09	fy. "	R. of Johore ...	.....	.....
2/ 9/ "	Castlefield ...	6.5.0	.....	2/ fy. "	Sagga ...	13.15.0	.....
fy. "	Changkat Salak R. and Tin. ...	.....	.....	£1 fy. "	Seafield ...	7.10.0	15% '08
2/ 1/8	Chersonese ...	4.9	.....	15/ "	Selangor ...	3.7.6	75% '08
2/ 1/8	Cheriot ...	.....	.....	10/ "	Selekar Rubber ...	.....	.....
2/ fy. "	Cicely Ordinary ...	2.5.6	135% '09	fy. "	Sempah ...	.....	.....
2/ fy. "	Do. Preferred ...	2.6.6	140% '09	2/ fy. "	Serdang ...	2.5.0 pm	15% '10
2/ fy. "	Consol. Malay ...	1.7.8	50% '10	15/8	Seremban ...	.....	.....
fy. "	Damansara ...	8.0.0	25% '10	17/8	Serangoon ...	.....	10% '10
fy. "	Dennistown ...	.....	.....	fy. "	Shelford ...	3.15.0	.....
2/ fy. "	Enbb. Selangor ...	15/-	15% '10	2/ fy. "	Sigitang (N. S.) ...	.....	.....
fy. "	Est. Selangor ...	.....	12½% '09	15/ "	Singapore Para ...	3.12.6	.....
15/ "	Garing (Malacca) ...	.....	.....	fy. "	Straits (Bertam) ...	8/3	17½% '08
fy. "	Goldena ...	6.7.6	25% '09	fy. "	Strathmore R. ...	.....	.....
fy. "	Golden Hope ...	.....	30% '09	15/ "	Sungei Bahru ...	.....	.....
£1 fy. "	Gula-Kulumpang ...	5.17.6	10% '10	fy. "	Sungei Choh ...	5.10.0	.....
fy. "	H. and Lowlands ...	15.17.6	50% '10	fy. "	Sungei Kapar ...	17/8	32½% '08
15/ "	Inch Kenneth ...	.....	.....	2/ fy. "	Sungei Liang ...	.....	.....
10/ "	Johore Para ...	.....	.....	2/ fy. "	Sungei Salak ...	4.5.0	.....
12/6	Johore R. Lands ...	.....	.....	fy. "	Sungei Way ...	6.0.0	12½% '10
fy. "	Jong-Landor ...	.....	40% '09	2/ fy. "	Tangkai ...	.....	.....
17/6	Jugra (Ordinay) ...	.....	.....	fy. "	Third Mile ...	.....	.....
2/ fy. "	Juru Estates ...	.....	.....	fy. "	Tromelby ...	.....	.....
2/ 1/ "	K'pong Kuantan ...	7/6 pm	.....	fy. "	Ud. Sua-Betong ...	.....	.....
fy. "	Kamuning "A" ...	.....	.....	15/ "	Val d'Or Est. ...	.....	.....
fy. "	Do. ...	.....	.....	2/ fy. "	Vallambrosa ...	2.4.6	250% '08
7/6	Kapar Para ...	10.12.6	10% '09	5/ paid	Trust and Finance Companies.	.....	.....
fy. "	Kelang ...	.....	.....	10/ "	Anglo-Straits R. T. ...	.....	.....
2/ fy. "	Kepong ...	.....	.....	Options	Eastern Internat Trust ...	.....	.....
2/ fy. "	Killinghall ...	.....	.....	5/ paid	Mid-East Invest ...	.....	.....
2/ fy. "	Kijita-Kollas ...	.....	33½% '10	10/ "	Rubber Plants, Inves. Trust ...	20% '08	.....
2/ 1/ "	Klanang ...	.....	.....	Options	R. Share Trust ...	.....	.....
2/ 1/ "	Klian-Kollas ...	.....	.....	10/ paid	Strait. M. & Trust ...	.....	.....
10/ "	Kota Tinggi ...	2.9	.....	15/ "	India, Ceylon, Borneo, Java and Sumatra.	.....	.....
fy. "	Kota Tampan ...	.....	.....	fy. paid	Anglo-Java ...	.....	.....
15/ "	Krubong ...	.....	.....	fy. "	Asai-Java (Sumatra) ...	.....	.....
fy. "	Kuala Klang ...	9.5.0	30% int. '09	fy. "	Bangawan R. ...	.....	.....
2/ fy. "	Kuala Lumpur ...	.....	.....	17/8	Beaufort ...	.....	.....
2/ fy. "	Kuala Pah ...	.....	.....	12/8	Central Sumatra ...	.....	.....
2/ fy. "	Kuala Selangor ...	.....	.....	5/ "	Indian Peninsula ...	.....	.....
35/ }	Labu ...	17/8	25% '00	16/ "	Java Amalgam ...	.....	.....
fy. }	Lanadron ...	6.0.0	27½% '06	fy. "	Kimanis ...	.....	.....
7/8 }	Ledbury ...	5.0.0 pm	17½% '08	17/8	Langkon ...	.....	.....
15/ }	Lendu ...	4.10.0	.....	fy. "	Manchester ...	.....	.....
2/ fy. "	Linggi ...	2.15.6	50% '10	fy. "	Nirmala (Java) ...	.....	.....
2/ fy. "	London Asiatic ...	13/6	.....	10/ "	Poitanak ...	.....	.....
13/ }	Lumut Est. ...	6/0	.....	2/ fy. "	Sumatra Para ...	.....	12½% '08
2/ fy. "	Madingley Est. ...	.....	.....	10/ "	Sumatra Propa ...	.....	.....
fy. "	Malacca 7½ Cum. Participating Pref. ...	8.5.0	10 '09	2/ fy. "	United Serdang ...	6.10.0	5% '08

## VISITORS AT HOTELS.

**HONGKONG HOTEL.**

Mrs. B. Alfield & child	Dr. S. Hough
Mrs. C. H. Allen	Mrs. L. G. D. A. Innes
Mrs. C. H. Anderson	Mrs. C. M. Mack
Mrs. J. H. Backhouse	Mrs. C. R. King
Mrs. E. Bane	Mrs. W. Laster
Mrs. M. Basmie	Miss A. Leigh
Hia Excellency & Lady	Mrs. G. T. Lloyd
W. W. Becker	Mrs. J. L. MacGregor
Marquis de Bellay	Mr. D. Macdonald
— Lt. V. F. Bethellam	Mrs. A. J. L. MacGregor
Mr. D. Blair	Mr. O. Marriott
Mrs. & Mrs. H. Brasseur	Miss K. A. Massey
Mr. F. Bratton	Mrs. & Mrs. E. Magie
Mrs. Capt. C. E. Brown	Mr. E. M. Menzies
Mrs. C. Brown	Mrs. Nita
Mr. A. A. Claxton	Mr. and Mrs. F. D.
Mr. P. Cronholm	Northcombe
Mr. J. Dittmar	Miss A. Pines
Mr. J. H. Dorias	Miss L. S. Place
Mr. V. and Mrs. H. C.	Mrs. E. H. Hay
Ehrenfels	Mr. R. K. Kodger
Mdme. Ernolaefeld	Mrs. H. H. Solomon
Mr. T. M. Finnimore	Dr. and Mrs. A. D.
Mrs. H. G. Fisher	Spalding
Capt. G. F. Forest	Mr. J. Spittles
Mr. G. Goulbourn	Mr. C. Square
Mrs. C. B. Gravatt	Mrs. C. B. Stainer
Capt. T. P. Hall	Mrs. & Mrs. G. H. Swift
Mr. T. L. Harrison	Mrs. M. L. Thompson
Mr. A. Harrison	Mr. W. W. Tinschold
Esq. W. and Mrs. E. A.	Mrs. W. H. T. White
Hawett	Mrs. C. H. V. Wilson
Mr. & Mrs. F. H. Hill	Mr. G. G. Wood

**ORIENTAL**

Mr. A. Birnbaum	Mr. W. Frimling, Jr
Mrs. & Mrs. Caw	Mr. E. N. Samuelson
Mr. & Mrs. C. Crosby	Mr. F. Sankers
Mr. G. A. Gilson	Mr. W. T. Stobbinga
Mrs. & Mrs. R. D. Johnson	Capt. and Mrs. A. H.
and child	Stewart & child
Dr. F. Keyl	Mr. A. T. Storrie
Mr. H. C. Lyon	Mrs. E. Taylor
Mr. F. J. McDonald	Capt. J. Woolacott
Mr. G. Kuipo	

**KING EDWARD HOTEL.**

Miss E. S. Bates	Mr. B. K. Mohta
Mr. P. P. Beattie	Mrs. Merlois
Mr. W. H. Burtt	Surgeon & Mrs. Minnett
Mr. E. F. Cox	Miss L. N. Narhurst
Capt. & Mrs. McCracken	Mr. Peckor
Miss F. Donner	Capt. and Mrs. W. C. Passmore
Major Henry	Mr. E. Ripold
Capt. & Mrs. Gregory	Mr. W. B. Robinson
Mrs. Kennedy	Dr. D. W. Bow
Misses K. L. M. Kennedy	Mr. E. E. Smith
Capt. F. Kofod	Mr. J. L. Smith
Mr. John Lennox	Mr. H. Stoinoe
Miss Lepreito	Mr. H. Wahlers
Mr. E. F. C. Master	
Mr. G. W. McEwen	
<b>KINGSCLERE PRIVATE HOME.</b>	
Comdr. & Mrs. Acton & maid	Consul J. M. de Macedo
Mr. E. Arndt	Mr. J. F. Macgregor
Dr. Black	Mr. & Mrs. C. C. Mackenzie
Capt. & Mrs. Bromer	Mr. & Mrs. L. D. Mandell
Mr. Hy F. Brower	Mrs. Mandell
Mr. & Mrs. J. E. Burgess	Miss Mandell
Mr. E. J. Chapman	Mr. J. M. McHughen
Mr. Cocter	Mr. C. M. Meyer
Mr. P. Syd-nham Dixon	Mr. K. S. Morrison
Mr. & Mrs. D. E. Donnelly	Mr. J. A. Offer
Mr. J. G. B. Gauden	Mr. Wm. Pittendrigh
Mr. & Mrs. G. Gordon	Mr. & Mrs. G. L. Platt
Mr. C. L. Gorham	Mr. J. Robertson
Mr. Herman	Mrs. G. Soutie
Mrs. F. N. James	Mr. C. Soutie
Mr. W. B. Tindal King	Capt. Mrs. Schulzies
Mr. H. Leonard	Mr. & Mrs. Tibbs
Mr. & Mrs. A. C. Logan	Mr. B. Webb
	Mr. J. W. Wilson

**ON SALE.**

**B**OUND VOLUMES of the **HONGKONG WEEKLY PRESS**. January to June, 1910. With INDEX. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 30th June, 1910.

**Cutler, Palmer & Co.'s**



SHIPPERS  
Butler, Palmer & Co., London.  
AGENTS  
SIEMSEN & CO.,  
HONGKONG.

**AVERAGE MARKET PRICES:**

October 13th, 1910.

The Prices are given in Dollar Cents.  
BUTCHER MEAT.

[illegible]

腐皮 Pineapple Cooking only... 2ad

大馬路	Tai Tai—Flançais	3rd	11
大馬路	Yong Chai—Kao, Amoy	10th	3
大馬路	Chim Lo Lunk Yau—Pansio, Siao, 10		
大馬路	San Hoq Tai—Walnuts, Fresh 10		14
大馬路	Hop To—Walnuts, Green	10	—
大馬路	Shanghai Lo Kwat	10	—
VEGETABLES, &c.			
大馬路	Shanghai Ya Chi Chuk—		
大馬路	Yong Chai—Shanghai	10	—
大馬路	Loong So—Shanghai	10	—
大馬路	Chung Shun—Bamboo Shoots	1b.	—
大馬路	Ngá Tai—Beans, Sprout	10	2
大馬路	Tau Kok—	Long	3
大馬路	Min Tau—	Broad	10
大馬路	Pia Tau—	French, S'hai	10
大馬路	O Mook (French)	10	15
大馬路	Hung Tau T'oi Shó Beetroot	10	—
大馬路	Kau Sun—Cassia	1b.	3
大馬路	Tsing Ko—Banjak Green	10	—
大馬路	Yuen Ke—	Red	10
大馬路	Pak T'oi—Brassica	10	4
大馬路	Kai T'oi—Cabbage Chinese	10	3
大馬路	Yong Chai—Shanghai	10	10
大馬路	Kau Khin—Carrots	10	—
大馬路	Yai T'oi Fa—Cauliflower	each	—
大馬路	Yo Yo T'oi Fa—, Large Size	—	—
大馬路	Chung Yo T'oi Fa—Cauliflower,	—	—
Mod. Size			
大馬路	San T'oi—Celery, China	1b.	—
大馬路	Fu Ka—Bitter, Spring, Eng.	10	—
大馬路	Kon Lai Chi—Chilies, Green	10	—
大馬路	Tsing Tai T'oi—Chilies, Dried	10	4
大馬路	Hung Fa Tai—Chilies, Red	10	—
大馬路	Tsing Kwa—Cucumbers	10	—
大馬路	Kai Lo T'oi Liu—Garry Salt,	10	—
大馬路	Shuen Tai—	10	5
大馬路	Lo Keung—Ginger, 10		10
大馬路	Tai Tsing—Ginger, young	10	—
大馬路	Tsing Tau—Green Peas	10	—
大馬路	Kau Lik—Horse Radish, S'hai	10	20
大馬路	Suk Mai—Sweet Corn	pieces	—
大馬路	Yong Shing T'oi—Lettuce	1b.	—
大馬路	Mau Chai—Mushrooms,	10	—
大馬路	Shang Tsai—Mushrooms,	fresh	1b.
大馬路	Yong Tsing Tau—Onions,	Bombay	—
大馬路	Shang Tsing—Onions, Green	10	—
大馬路	Yai Pan Tsing Tau—Onions,	Japanese	—
大馬路	Shang Tsing Tau—Jalapa,	Shanghai	—
大馬路	Mó Ka—Okros	10	—
大馬路	Yong Kuen Si—Parsley, Eng	10	8
大馬路	Foochow Sha Tsai—Potatoes	10	—
大馬路	Foochow	10	2
大馬路	Shanghai Shu Tsai—Potato	10	—
大馬路	Yai Pan Shu Tsai—Potatoes,	Japanese	—
大馬路	O Mau Shu Tsai—Potatoes,	Maono	—
大馬路	Fa Ke Shu Tsai—Potatoes,	American	—
大馬路	Pan Shu—Potatoes, Sweet	10	—
大馬路	Tung Kwa—Pumpkin	10	—
大馬路	Chai Tsai—Pumpkin	10	—
大馬路	Hung Pak Tai—Beds	10	—
大馬路	Kon Tsing Tau—Shalots	10	—
大馬路	Yin T'oi—Spinach	10	—
大馬路	Fa Tau—Taro	10	—
大馬路	Pan Ke—Aonanns	10	2
大馬路	Lo Pak—Spinach Chinese	10	—
大馬路	Tau kok	10	—
大馬路	Ngan Ngan Lily Root	10	—
大馬路	Yong Lo—	10	—
大馬路	Thit Kwa—Vegetable Marrow,	10	—
大馬路	Mó Tai—Water Chestnuts,	10	—
大馬路	Common	10	—
大馬路	Kwai Lau Ma Tai—Water	Chestnuts, Mandarin	10
大馬路	Sai Yung—Water Cresses	10	—
大馬路	Lau—Yams	10	—
大馬路	Sage	per bundia	—

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted.

W. BOWEN-ROWLANDS,  
Secretary, Sanitary Board.

**MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.**

BRITISH

Alcortia, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Aot.-Comdr. P. H. Noble M.V.O., en route to Shanghai.

Asiatic, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. E. Kidd, cruising.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master, S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. E. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. E. H. Donovan, Weihaiwei.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Ed., Comdr. H. Lyness, Hongkong.

Cherub, sloop, 1,070 tons, 1,400 i.h.p., Lieut. Comdr. W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. B. Veale, Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. C. E. Lloyd Thomas, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, cruising.

Hand, torpedo-boat destroyer, 235 tons, 6 guns, 4,000 i.h.p., Lieut.-Comdr. B. J. D. Gay, V.O., cruising.

Hart, torpedo-boat destroyer, 235 tons, 6 guns, 4,000 i.h.p., Lieut.-Comdr. H. S. Monroe, cruising.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lt.-Comdr. G. C. Heathcote, cruising.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, V.O., cruising.

Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. Learmonth, Kudat, B. N. Borneo.

Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winslow, K.C.B. C.V.O., C.M.G.), 14,500 tons, i.h.p. 27,000, Capt. G. C. Gayley, cruising.

Monmouth, C.V.O. armed cruiser, 900 tons, i.h.p. 22,000, Captain A. L. P. Heard, cruising.

Moorthen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. G. P. Leith, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Claude Hamilton-Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 365 tons, 6 guns, 6,500 i.h.p., Comdr. E. Stevenson, cruising.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. W. C. Lucas, Canton.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. B. Southy, Hongkong.

Saipo, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John Michael Barker, Yangtze.

Taken, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. Trillo, R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Lyness, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. E. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. M. B. Bailie-Hamilton, Hongkong.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 5,500 h.p., Lieut.-Comdr. C. E. Lloyd.  
Tiger, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. R. L. Hancock, Straits Settlements.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. B. R. Brooke, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. B. A. Mulock, Yangtze.

Woolsey, U.S.A.

Kaiserin Elisabeth, Austrian protected cruiser, 4,000, Frigate Captain Oskar Hans, Northsea Waters.

Panther, third class cruiser, 1,530 tons, Frigate Captain, Theodor Skerl Edl. von Schmidheim.

FRANCE.

Achéron, armoured gunboat, 1,830 tons, 8 guns, 1,700 h.p., Lieut. Bartrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fourrier, H. Hong.

Alouette, gunboat, 508 tons, 7 guns, 400 h.p., Commander Badin, Saigon.

Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouard.

Baignonette, gunboat.

Cimotette, gunboat, 140 tons, Reserve, Saigon.

Camarade, gunboat, 184 tons, Reserve, Saigon.

Delidés, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Lincars, Shanghai.

Dupleix, armoured cruiser, 7,573 tons, 26 guns, 17,000 h.p.

Dessin, armoured cruiser, 7,573 tons, 26 guns, 17,000 h.p.

DeTherville, gunboat.

Estac, gunboat, 141 tons, Reserve, Haiphong.

Esterbreen, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon.

Fronda, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.

Henri Rivière, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Me.

Montcalm, armoured cruiser, (destroyer) 7 tons, 36 guns, 19,600 h.p., Rear Adm. de la Croix de Castries (Commander-in-Chief).

Manche, surveying ship, 1,625 tons, 104, 900 h.p., Commander Ragot de la T4, Saigon.

Mouquet, destroyer, 300 tons, 7 guns, 6,000 h.p., Commander de la Roche Kerp., Saigon.

Olyris, gunboat, 170 tons, 6 guns, 4 h.p., Lieut. de Meindreville, Upper Yel.

Palho, river gunboat, 130 tons, 4 guns, 4 h.p., Lieut. Paoch, Tongku.

Perle, sub-marine, 70 tons, 60 h.p., Lt.-Comdr. Saigon.

Pistolot, destroyer, 300 tons, 7 guns, 6,000 h.p., Commander Mortelon, Hongay.

Protée, sub-marine, 70 tons, 60 Lieut. Morris, Saigon.

Redoutable, battleship (reserve), 10,000 tons, 37 guns, 8,200 h.p., Capt. Drogas.

Styx, armoured gunboat, 1,800 h.p., 1,690 h.p., Lieut. Seriot, Saigon.

Takou, destroyer, 320 tons, 6 guns, 6,000 h.p., In Reserve, Saigon.

Vauban, torpedo-depot, Commander, Haiphong.

Vétéran, torpedo-depot, Lieut. Cap.

Vigilante, river gunboat, 180 tons, 7 h.p., Lieut. Dumenil, Sikiang.

GERMANY.

Arcona, cruiser, 2,718 tons, Capt. Hippel.

Amoy.

Ilia, gunboat, 1,030 tons, 10, 300 h.p., Captain Lutz.

Jaguar, gunboat, 900 tons, 10, 1,300 h.p., Captain Graf von Posadow.

Leipzig, cruiser, Captain Eng.

Lucha, gunboat, 850 tons, 10, 1,344 h.p., Captain Böken.

Leharadoket, armoured cr. (flagship), 11,420 tons, 52 guns, 36,000 h.p., Captain.

Taku, destroyer, 280 tons, 4 and 2 torpedo tubes, 6,000 h.p., Komdant Kolbe (Hans) Bertram.

Torpedo boat "Argo," Kapitän. Hayden.

Tiger, gunboat, 900 tons, 10, 1,300 h.p., Captain v. Koss.

Thingtau, gunboat, 170 tons, 1,300 h.p., Captain Rose.

Vaterland, gunboat, — ton guns, 500 h.p., Captain Tonnasat.

ITALY.

Calabria, protected cruiser, 2,200 tons, 26 guns, 4,000 h.p., Capitano ai Cassanova di Jerserone.

Paglia, protected cruiser, 3 tons, 26 guns, 7,000 h.p., Capitano ai Vioconti Marchese Lorenza.

PORUGAL.

Patria, gunboat, 700 tons, Capt. J. A. Afonso.

Estêda D. Amelia, cruiser, 600, tons, Captain C.

Vasco da Gama, cruiser, 632, tons, Captain Augusto Jose da Alida.

UNITED STATES.

Albany, cruiser, 3,000 t., O. S. Williams.

Ararat, gunboat, Lt.-Comdr. Matt H. Sigior.

Bainbridge, destroyer, 6 guns and 2 torpedo tubes, Ensign Lieut. W. Townsend.

Barry, destroyer, 420 tons, Ens. Edmund S. Root.

Calico, gunboat, 243 tons, Ens. J. B. Morrison.

Cleveland, gunboat, 200 tons, Commander Hugh Rodman, Shanghai.

Charleston, battleship (flagship), 9,700, tons, 58 guns, 21,000 h.p., Comdr. John H. Gibbins, Shanghai.

Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonnell, Shanghai.

Channeer, destroyer, 410 tons, Ens. I. N. McNair.

Dale, destroyer, 420 tons, Lieut. Herbert H.

Deaver, cruiser, 320 tons, Comdr. Edward E. Cayehart, Shanghai.

Galveston, cruiser, 3,200 tons, Commander John A. Hoogevoort, Manila.

Helena, gunboat, 1,392 tons, Comdr. Eben O. Butler, Shanghai.

Minnow, gunboat, Lieut. George M. Baum.

Mohican (station ship), Commander G. R.

Monterey, monitor, 4,000 tons, Lt. D. W. Todd.

Olangapo.

Nanahat, transport, 1,577 tons, W. D. Pardeaux.

New Orleans, cruiser, 3,430 tons, Comdr. Roger Welles.

New York, cruiser (flagship), Comdr. J. Jayne.

Paraguay, gunboat, Ensign Roy L. Lowman.

Pennsylvania, armoured cruiser, 13,680 tons, Capt. A. Ward.

Pomper, collier, 1,800 tons, James D. Lihett.

Porpoise, 125 tons, 150 h.p., Ens. Kenna.

Whiting.

Rainbow, cruiser, 6,026 tons, Comdr. A. C. Stott.

Samar, gunboat, Ensign W. C. L. Stiles.

Shark, 125 tons, 160 h.p., Ensign Theodore G. Elysson.

Villalobos, gunboat, 370 tons, Lt. A. Andrews.

Wilmington, gunboat, 1,800, Comdr. G. R.



## INTIMATIONS

NOTICE TO THOSE INTERESTED IN  
CIVIL ENGINEERING  
WORK.THE FOLLOWING SURPLUS MATERIAL FROM CONSTRUCTIONAL  
WORK AT THE  
TAIKOO DOCK, HONGKONG  
IS NOW FOR SALE.

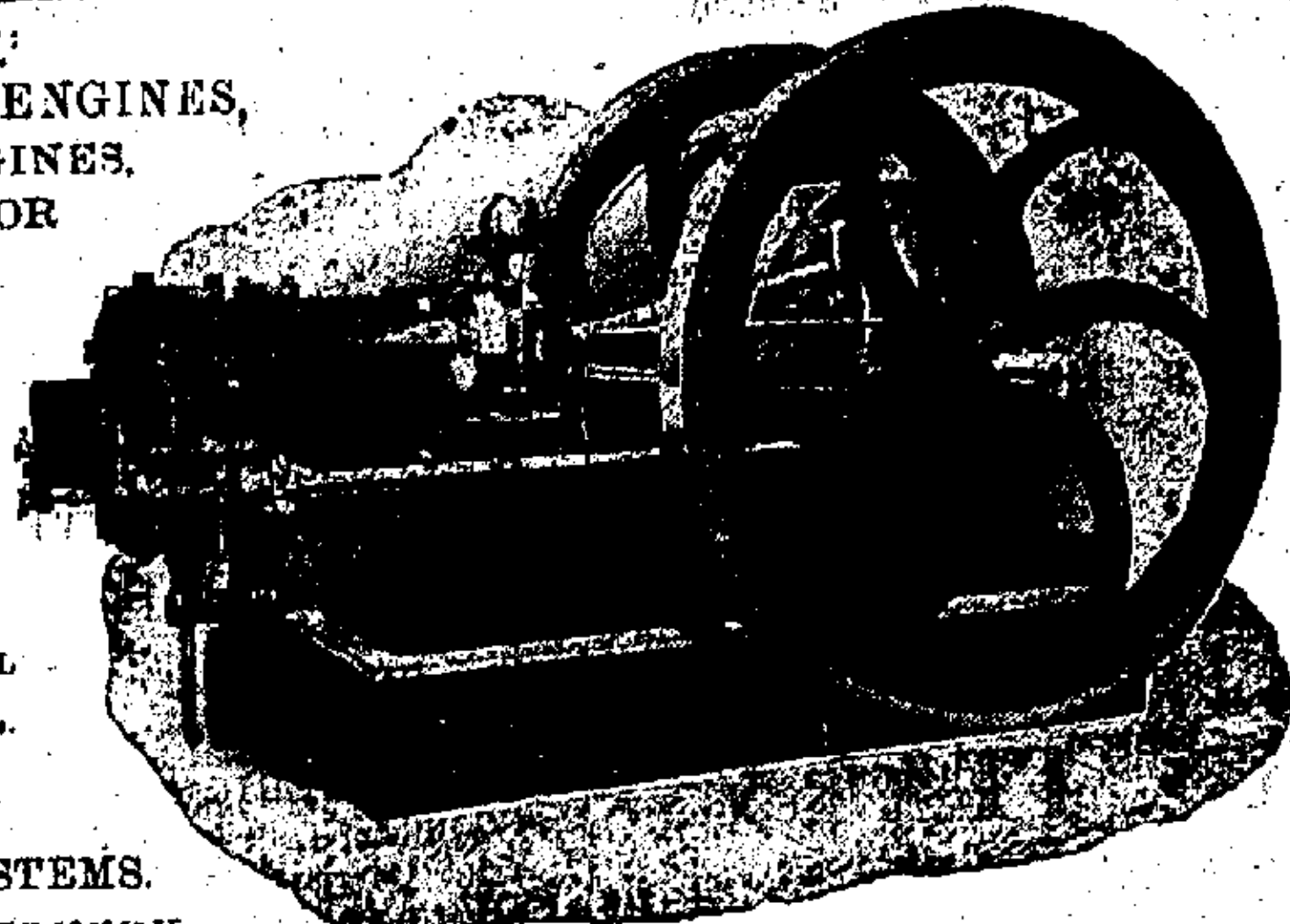
Portable Locomotive Boilers and Engines.  
Marine Boilers Complete.  
Vertical Steam Engines, Rope Drives.  
"Flat" Engine and Dynamo.  
Vertical Feed Donkey.  
Portable Stone Breaker and Auto Screening  
and Loading Machine.  
Stone Crushers.  
Cement Mixer.  
Pulverizing Mills.  
Duplex Steam Pumps.  
Duplex Feed Pumps.  
Double Acting Pump, single Cylinder.  
Ballast Pump.  
Horizontal Pump.  
Gwynne's Pump.  
Plunger Pump.  
3-Throw Ram Pump.  
Single Centrifugal Pump with Engine.  
Single Centrifugal Pump with Pulleys and  
Shafting.  
Double Centrifugal Pump with Pulleys and  
Shafting.  
Centrifugal Pump with Pulleys.

Enquiries and orders should be addressed to the undersigned, who will be pleased to supply  
further particulars if necessary.BUTTERFIELD & SWIRE,  
HONGKONG, CHINA AND JAPAN.

Hongkong, 3rd October, 1910.

CROSSLEY BROTHERS, LTD.  
OPENSHEAW, MANCHESTER.

MAKERS OF:  
GAS & OIL ENGINES,  
MARINE ENGINES,  
MOTORS & MOTOR  
CARS,  
GAS PLANTS  
FOR  
POWER  
AND HEATING  
PURPOSES, TO  
WORK WITH ALL  
KINDS OF FUEL.  
SUCTION  
AND PRESSURE  
SYSTEMS.  
AMMONIA RECOVERY  
PLANTS.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.  
SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT  
WORK IN THE COLONY.AGENTS FOR HONGKONG & SOUTH CHINA:  
W. R. LOXLEY & CO.,  
YORK BUILDINGS.

## VESSELS EXPECTED.

THE GERMAN MAIL.  
The I.G.M. str. *Princess Alice*, carrying the  
German Mails with dates from Berlin of the  
21st ultimo, left Singapore on the 15th inst.,  
at 10 a.m., and may be expected here to-day at 3  
p.m.

THE CANADIAN MAIL.  
The C.P.R. Co's str. *Empress of China* arrived  
at Shanghai at 9.30 p.m. on the 16th inst.,  
and left again at 7 p.m. on Monday for  
Hongkong, where she is due to arrive at 9 a.m.  
to-morrow.

THE FRENCH MAIL.  
The M.M. str. *Yankin*, with the French Mail  
of the 24th ultimo, and mails from London of  
the 24th ultimo, left Singapore on the 17th  
inst., at 4 p.m., and is expected to arrive here  
on the 24th inst. at daylight.

THE INDIAN MAIL.  
The Indo-China str. *Fookang* left Calcutta for  
this port via the Straits on the 10th inst., and  
may be expected here on or about the 25th inst.

THE AUSTRALIAN MAIL.  
The E. & A. str. *Empire* from Sydney, &c.,  
left Port Darwin on the 11th inst. for Timor,  
Manila and this port.

THE AMERICAN MAIL.  
The P.M. str. *Monarch* left Yokohama on  
the 15th inst. en route for Hongkong, and is  
due to arrive at this port on the 28th inst.  
The T.K.K. str. *Chiko Maru* sailed from  
San Francisco on the 4th inst. for Hongkong,  
via Honolulu, Yokohama, Kobe, Nagasaki and  
Shanghai, and is due to arrive at Hongkong on  
the 1st prox.

The P.M. str. *Asia* left San Francisco on the  
11th inst. en route to Hongkong, via Hon-  
olulu, Japan and Shanghai, and is due to arrive  
at this port on the 8th prox.

THE MERCHANT STEAMERS.  
The H.L. Line str. *Senegambia* left Singa-  
pore on the 12th inst. a.m., and may be expected  
here to-day p.m.

The P. & O. S. N. Co's str. *Namur* left  
Singapore for this port on the 15th inst., at 10  
a.m., and is due here to-morrow at about noon.

The Barber Line str. *Suruga* sailed from  
New York on the 21st ultimo for Hongkong,  
via the Straits.

The T.K.K. str. *Hongkong Maru* sailed from  
Calcutta on the 3rd inst. for this port, via the  
usual route of call.

The Barber Line str. *Shimosa* sailed from  
New York on the 6th inst. for Hongkong via  
Straits.

The G.N. str. *Minnesota* left Kobe for this  
port via Nagasaki and Manila on the 8th inst.,  
and is expected here on the 21st inst.

The O.B.K. str. *Chicago Maru* from Tacoma  
left Yokohama for this port via Kobe, Nagasaki  
and Manila on the 9th inst., and is expected  
here on or about the 23rd inst.

The Eng. Hok. str. *Persia* Co's str. *Persia*  
sailed from Guayaquil, Mexico, on the 27th inst.  
p.m., and is due here on or about the 25th inst.

The Swedish East Asiatic str. *Canton* left  
Port Said on the 12th inst., and is expected  
to arrive here on the 11th prox.

## PASSENGERS.

## ARRIVED.

Por *Patroclus*, from Liverpool, Mr. Liddel.Per *Rubi*, from Manila, Miss de Grafton.

Mr. A. Bunbann, Mr. F. Cronholm, Major W.

Lapeter, Mr. H. E. Goldthwait, Mr. and Mrs.

Crosby and infant.

Per *Prins Eitel Friedrich*, from Shanghai,

for Hongkong, Mr. and Mrs. C. W. Cheng, Mr.

H. W. Laper, Marquis de Belle, Mr. E. F.

Blame, Mr. C. Leeger, Mr. Dornburg, Miss

E. Miller, Mr. M. R. Coleman, Mrs. Weinberg,

Mr. F. M. Britton, Miss Wong, Mr. Lewis,

Mr. and Mrs. R. Hutchison, Mr. G. N. Britton,

Mr. J. Anderson, Mr. F. R. Mann, Mr. and Mrs.

Oka, Mrs. Oka and Mrs. Yamamatsu.

Per *Nore*, from Shanghai, for Hongkong,

Miss Jansen, from Yokohama, for Penang, Mr.

and Mrs. Cowdrey, and Mr. L. Hanham, for

London, Capt. Boyle, Misses Boyle (2); from

Kobe, for London, Miss Reynolds, Mr. and Mrs.

Hilbrough, infant and amah, from Shanghai,

for Singapore, Mr. L. Peel, for Penang, Mr.

McGregor, and Mr. C. Mancini, for London,

Mrs. Appleby, 2 infants and amah, Miss Har-

dow, Mr. and Mrs. Jansen, child and infant, and

Mr. G. Pratt.

Per *China*, from San Francisco, &c., Miss

M. A. Anderson, Mrs. L. J. Brunell, Mrs. J.

Bigelow, Miss Clara Bishop, Mrs. M. Gatchner,

Mr. J. H. Burton, Mrs. J. Cooper, Rev. and Mrs.

J. W. Croighton, Mr. J. L. Davies, Mr. R. C.

Eddy, Mr. H. L. Foulner, Miss D. Gains, Mr.

J. Galinas, Mr. F. P. Gutelius, Mrs. A. Harrison,

Miss G. Harrison, Mrs. A. Henderson, Mr.

Peter Hing, Mrs. H. Russell, Mr. F. L. Leong,

Miss G. Thompson, Mr. and Mrs. G. M. Kelly,

Mr. J. E. Kinn, Mr. T. W. Kydd, Miss A. E.

Long, Mrs. B. F. McGrath, Miss E. McGrath,

Mr. J. J. Nangle, Miss E. L. Packer, Mrs. and

Miss E. Perrine, Mrs. J. J. Peterson, Miss M.

Peterson, Miss H. P. Rock, Miss L. Scarlett,

Mrs. F. W. Smallman, Mrs. H. B. Stevenson,

Master O. Fischer, Mrs. A. Stuckney, Mr. M.

Swanson, Miss L. Thompson, Mr. and Mrs. J.

E. Todd, Mr. W. T. Walls, Miss L. F. Whilden,

Mr. and Mrs. Geo. H. Wicks, Mr. A. A. Meyer,

Mr. J. J. Hayes, Mrs. H. H. Groth, Miss E.

Groth, Mrs. E. L. Rodgers, Mrs. H. A. Collier,

Mr. J. B. Bayard, Mr. P. G. Klank, Mr. and

Mrs. O. J. Fischer.

STEAMERS PASSED THE CANAL.

September 23rd—*Kawachi Maru*, *Namur*,  
*Patroclus*, 27th—*Benavon*, *Konang* St. *Suevia*,  
30th—*Gracia*, *Princess Alice*, *Seneca*, *Tonkin*,  
October 4th—*Asia*, *Maru*, *Greenville*, *Bre-*  
*conshire*, *Erithorrig*, *Evans*, *Ford*, *Glenroy*,  
*Suzanna*, 7th—*Ceylon*, *Kantoku*, 11th—*Alben-*  
*ga*, *Beneluch*, *Benmohr*, *Konang* St., *Lenox*,  
*Luetow*, *Mennon*, *Nubia*, *Westphalia*, *Yangtze*,  
14th—*Benav*, *Budou*, *Diomed*, *Ernest*, *Simons*,  
*Katow*, *Kanagawa* Maru, *Mishima* Maru,  
*Miyazaki* Maru, *Spezia*, *Tenba*.

ARRIVALS AT HOME.

October 14th—*Glenloch*, *Ville de la Ciotat*.THE AIRSHIP VOYAGE ACROSS  
THE ATLANTIC.

## VIEWS OF THE NAVIGATOR.

(FROM THE CORRESPONDENT OF THE  
LONDON "DAILY TELEGRAPH.")

ATLANTIC CITY, Sept. 8th.  
There are several big plans, theatres, and  
casinos, and a seven-mile promenade by the sea,  
in the Brighton of the Eastern States, but the  
huge shed in which the *America* airship is now  
taking final shape easily occupies the first place  
as an attraction to visitors. At the entrance  
lies an empty packing-case, 16ft. 6in. long, 4ft.  
4in. broad, and 7ft. 6in. high, in which the cigar-  
shaped balloon was transported from Paris. It  
is a gigantic box as packing-cases go, and there  
is only one hatchway in the White Star liner  
*Oceanic* into which it could be lowered. But  
that same box to-day looks ridiculously small  
when you glance at its former contents, the gas  
envelope or balloon, 228ft. long, and with a  
greatest diameter of—feet which is now fully  
inflated with 345,000 cubic feet of hydrogen gas  
and fills the great shed from end to end.

Fifty mechanics are at work to-day, and in  
less than a week's time, when it is hoped that all  
will be ready for a trial trip, at least 100 men  
will be required to assist in the work of removing  
the airship from its house, and releasing her for  
flight. That will be just as ticklish a piece of  
work as the launching of an ocean liner, and the  
slipway even more so, because dirigibles are  
still in their infancy, and the craftsmen lack  
experience. It will be a particularly anxious  
time for Mr. Wellman and Mr. Vaniman, who,  
like all those associated with them in the great  
enterprise, are in deadly earnest, with all their  
hopes and fondest dreams of success focussed  
upon the dirigible, which has been proved strong  
and tractable in its proper element, the air, but  
frail as glass almost in its liability to damage  
when questions of docking and undocking are  
concerned.

## APPROACHING TRIAL TRIP.

The trial trip will be carried out without the  
equilibrium, which is meant to trail in the sea  
during the Transatlantic trip, and is admirably  
adapted for steady sailing and securing a uniformity  
of height. It is known already that the equi-  
librium will serve the purpose intended, and the  
test flights are intended rather to reassure Mr.  
Vaniman, the chief engineer, on various  
technical matters relating to the engines,  
steering, stability, and so forth.

The personnel of the expedition now prepar-  
ing to start under the auspices of *The Daily*  
*Telegraph* and the *New York Times* is already  
fairly known. The latest recruit, Mr. Murray  
Simon, late of the White Star liner *Oceanic*,  
is particularly welcome, because he is a very  
competent and experienced navigator, with a  
special knowledge of the Atlantic conditions.  
Together with Mr. Irwin, the young Australian  
wireless operator, he contributes the British  
element, which the crew would otherwise have lacked.  
Both Mr. Simon and Mr. Irwin are eager to  
start, and they are proud to seize the chance of  
being the first of the King's subjects to have an  
opportunity of reaching Europe from America  
by the air route.

I asked Mr. Simon whether he expected to  
sleep well aboard the *America*, and he replied,  
"Certainly." "I have every con-  
fidence in the Wellman-Vaniman airship, and I  
am ready to stake my last shilling that we reach

I won't say England, but Europe by the air  
route. The prevailing winds are almost all in  
our favour, and that is the chief thing. The  
airship is strong, and its equipment is splendid.  
It is ten to one we reach our goal, and, as I have  
said before, we have ninety chances in a hundred  
that we save our lives even if misfortune does  
come."

## AN EFFICIENT LIFEBOAT.

Here Mr. Simon mentioned me to approach the  
lifeboat, built by Saunders, of Cowes, England,  
which will be suspended from the long, narrow  
steel car of the airship during the journey, and  
can, by a simple mechanical device, be automa-  
tically and instantly detached and floated in  
case of emergency. The Englishman tapped the  
craft with his cane, and surveyed its  
proportions admiringly.

"That is the best lifeboat for an airship ever  
built," he said. "It has a big sail, and is fitted  
with wireless telegraphy. It will be stocked with  
thirty days' provisions, and it has watertight  
compartments fore and aft, and could not be  
swamped. With a good sea anchor I would  
trust myself to that boat in the worst Atlantic  
gale ever experienced."

This lifeboat weighs about 1,000lb. new, but,  
equipped for emergency, it will probably weigh  
about a ton.

It is the opinion of many Atlantic steamship  
officers with whom I have chatted to-day that the  
success of the expedition may depend largely  
upon Mr. Simon's practical seamanship. The  
feeling amongst the officers of the liners in the  
port of New York, all of whom have had many  
years of experience in the North Atlantic  
is very optimistic, and they declare that from a  
sailor's standpoint there is every chance of the  
*America* reaching Europe. Many of them are  
personal friends of Mr. Simon, and not a few  
would be willing and even eager to take his  
place.

Mr. Simon is himself a very modest English-  
man. He declares that if the expedition reaches  
your side all the credit will be Mr. Wellman's  
and Mr. Vaniman's. He said he had estimated  
the distance the airship must travel between  
Atlantic City and the Bishop's Light, Solly  
Islands, over the shortest course, as 2,999  
nautical miles. This is not the shortest course,  
he explained, but it is the track they must use  
as to take full advantage of the westerly winds.  
By following the northern, or short, course, the  
dirigible would run a greater chance of encoun-  
tering head winds and fog on the Banks of New-  
foundland. There is one disadvantage in fol-  
lowing the long southern course. At this time  
of year the Atlantic liners take the northern  
course, and therefore the *America* will be out of  
their track; but Mr. Simon declares that this is  
a minor consideration as against the possibility  
of running into head winds on the short north-  
ern course.

## COURSE TO BE STEERED.

The navigator will try to steer a direct course  
from Atlantic City to a point in the Atlantic  
Ocean marked on the map as 41° north latitude  
and 47° west longitude. On arriving at this  
point he will steer the course known among  
navigators as the "Great Circle" to the  
Bishop's Light on the Solly Islands. Of course,  
the *America* may deviate considerably from this  
route, but he will endeavour to follow it as  
nearly as possible.

Mr. Simon said:—"We should, of course, try  
to make England, crossing the Solly Islands,  
where we could land if necessary, and thence to  
the south-west coast of England. If north-west  
winds predominate we might alight in France,  
if south-west, and very strong, it might be

Ireland, or even Scotland, but, given the usual  
winds at this time of year and the approximate  
correctness of our engines, we shall at least reach  
Europe. Mr. Wellman and myself will probably  
share the steering watch and watch of four hours  
each. Mr. Vaniman will be fully occupied as  
chief engineer, and the wireless operator must  
sleep when he can, because he has no relief.  
We must rely upon observations by sextant for  
our position each day. If fog comes it will be  
embarrassing, of course, because in an airship  
we shall not have reckoning by ship's log and  
engine's revolutions. Mr. Wellman calculates  
the probabilities are that the voyage will  
require from six to ten days, depending upon  
the direction and force of the prevailing winds,  
but, with good luck, I am hoping that we shall  
do it in five, or even four, days, so breaking all  
records for the Transatlantic passage."

"What is the biggest danger, from the navi-  
gator's standpoint?" I asked.

## THE FOG TROUBLE.

"I don't care about using the word danger,"  
replied Mr. Simon, cheerfully. "Let us say  
the biggest trouble, and I answer fog. But we  
propose taking as little fog as possible, and for  
that reason are giving the Banks of Newfound-  
land, where 500 fishermen are now scattered,  
a very wide berth. It would be a decidedly un-  
lucky thing for the airship to tow the equilibri-  
um in a fog right across a fishing smock. What  
a jolt we should have, and how frightened the  
fishermen would be! On the other hand, I have  
not heard that there is any other airship on the  
road, so all chances of a collision in mid-air will  
be eliminated. We shall be lighted with electric  
lamps, and on that part of the equilibrium,  
which is comprised of steel cable reaching from  
the airship to the sea, we shall attach two red  
lights six feet apart, indicating to mariners a  
ship "not under control."

"What about the hardships of the trip?"

"Oh! let's get across first," said Mr. Simon,  
with unfeigned optimism; "perhaps there won't  
be any. But if there is, I'll back a voyage I  
once had from New Caledonia to Germany for  
taking the biscuit as regards suffering and  
exposure. I was in the British barque *Naimah* of  
1,000 tons, then as an apprentice, and we  
actually took six months on the voyage. We  
were, of course, given up for lost, and they paid  
75 guineas per cent. for reinsurance. We  
took ninety days between the Bluff of New  
Zealand and Cape Horn. Sometimes the tem-  
perature ranged about zero, and all the time it  
was below freezing-point. I shall never forget  
the two hours at the wheel we used to take with  
bare hands. Half the crew were ill or injured  
by the heavy seas, and in my watch there  
were only two men who could take the wheel.  
Day after day the crew turned in wet and  
turned out steaming. We were short of every-  
thing—hands, water, provisions, everything,  
and had to beg relief at sea from a Norwegian  
barque. I don't anticipate any such time  
aboard the *America*, and there will be so much  
novelty every-hour that we shall never be dull."

I asked Mr. Simon if he proposed to take  
anything special in the way of navigators'  
material, and he replied:

"Nothing except the special altitude tables  
compiled by Mr. Wellman for the purpose of  
assisting in observations. The usual tables are  
for the ordinary ship's bridge, but as the  
*America* will fly at an elevation equal to the  
top of St. Paul's Cathedral some special 'dip'  
tables are necessary, and Mr. Wellman has pre-  
pared them. Apart from that, we take nothing  
special except a black cat which has been pre-  
sented to us and which we carry for luck."

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

DESTINATION.	VESSELS' NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Philipps, R.N.R.	P. & O. S. N. Co.	Today, at 10 A.M.
LONDON, &c., VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 29th inst., at Noon
COPENHAGEN	TRANQUEBAR	Dan. str.	—	—	MELCHERS & Co.	On 27th inst.
COPENHAGEN	PEKING	Swed. str.	—	—	OLOF WILLY & Co., LTD.	On 25th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOARIVA	Ger. str.	—	Hildebrandt	HAMBURG-AMERIKA LINE	On 3rd Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	—	Pozzolini	HAMBURG-AMERIKA LINE	On 20th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LARSEN	Ger. str.	—	Knaiss	HAMBURG-AMERIKA LINE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	—	Seichorn	HAMBURG-AMERIKA LINE	On 19th Nov.
MARSEILLES HAMBURG & ANTWERP, &c.	ARMENIA	Ger. str.	—	Rohde	HAMBURG-AMERIKA LINE	On 9th Nov.
MARSEILLES, &c., VIA PORTS OF CALL.	OCEANIAN	Frech. str.	—	Sellier	HAMBURG-AMERIKA LINE	On 25th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 26th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 9th Nov., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 23rd Nov., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUEVIA	Ger. str.	—	Kotze	HAMBURG-AMERIKA LINE	On 30th Nov.
MARSEILLES, GENOA, ALGERES, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	F. Frosch	MELCHERS & Co.	Today, at Noon
TRIESTE, &c., VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Raisch	SANDER, WIELE & Co.	On 25th inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAVELLI	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 22nd inst.
NEW YORK	LOTHIAN	Brit. str.	—	—	DODWELL & Co., LTD.	About 29th inst.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	KUMERIC	Brit. str.	—	G. B. McGill	DODWELL & Co., LTD.	To-morrow
VANCOUVER (DIRECT)	KUMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 29th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 2nd Nov., at Noon
VICTORIA, B.C. & TACOMA VIA JAPAN	CHICAGO MARU	Jap. str.	—	K. Sato	OSAKA SHOKEN KAISHA	On 8th Nov., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th Dec., at Noon
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	AWA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 22nd inst., at Noon
ATLANTIC PORTS VIA MANILA	BUYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	NINRO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th Nov., at D'light
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Jap. str.	—	F. Iscke	NIPPON YUSEN KAISHA	On 25th Nov., at Noon
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	About 18th inst.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	On 23rd inst.
YOKOHAMA	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 27th inst., at 5 P.M.
KOBE & YOKOHAMA	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 26th inst., at Noon
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	Quick despatch.
JAPAN	TIPANAS	Dut. str.	—	J. B. v. Damme Jelinh	JAVA-CHINA-JAPAN LINE	On 22nd inst., at Noon
TIENSIN	CHIPPINGH	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., LD.	Today, at 10 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	JAPAN	Brit. str.	—	H. W. A. Clarke, R.N.R.	P. & O. S. N. Co.	Today, at 2 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHINA	Aus. str.	—	Pavissich	SANDER, WIELE & Co.	About 19th inst.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	—	P. Grosch	MELCHERS & Co.	To-morrow, at 4 P.M.
SHANGHAI	CHINHUA	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	On 21st inst., at 10 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YAMUTS	Brit. str.	—	H. W. Kerrick, R.N.R.	P. & O. S. N. Co.	On 21st inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SENEGAMBIA	Ger. str.	—	Eckhorn	HAMBURG-AMERIKA LINE	On 22nd inst., at P'night
SHANGHAI	ANHU	Ger. str.	—	—	MELCHERS & Co.	On 24th inst., P.M.
SHANGHAI, MOJI & YOKOHAMA	TOKIN	Freestr.	1 m.	Charbonnel	NIPPON YUSEN KAISHA	On 27th inst., at 10 A.M.
SHANGHAI, MOJI & YOKOHAMA	COLOMBO MARU	Jap. str.	—	E. Combes	OSAKA SHOKEN KAISHA	On 23rd inst., at Noon
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	BUJON MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 4th Nov.
SHANGHAI, MOJI & YOKOHAMA	FOOKSANG	Brit. str.	—	—	P. & O. S. N. Co.	On 11th Nov.
SHANGHAI	ARCADIA	Brit. str.	—	S. Barchan	HAMBURG-AMERIKA LINE	On 6th Dec.
SHANGHAI, MOJI & YOKOHAMA	SUEVIA	Ger. str.	—	Kotze	OLOF WILLY & Co., LTD.	On 11th Nov.
SHANGHAI, MOJI & YOKOHAMA	CANTON	Swed. str.	—	—	MELCHERS & Co.	On 6th Dec.
SHANGHAI, MOJI & YOKOHAMA	SIAM	Dan. str.	—	—	JAV. CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	PEKING	Dut. str.	—	H. Koops	OSAKA SHOKEN KAISHA	On 26th inst., at 10 A.M.
AMPOY VIA SWATOW & AMOY	SOBOU MARU	Jap. str.	—	—	OSAKA SHOKEN KAISHA	On 23rd inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Brit. str.	—	—	DOUGLAS LARPAK & Co.	On 21st inst., at 11 A.M.
SWATOW	HAIFUN	Brit. str.	2 h.	A. H. Stevens	DOUGLAS LARPAK & Co.	On 25th inst., at 11 A.M.
SWATOW, AMOY & FOOCHEW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAK & Co.	On 28th inst., at 11 A.M.
SWATOW, AMOY & FOOCHEW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LARPAK & Co.	On 25th inst., at 4 P.M.
SWATOW, CHEFOO & TIENSIN	KUEICHOV	Brit. str.	1 m.	W. C. Passmore	BUTTERFIELD & SWIRE	On 22nd inst., at Noon
HAIPHONG	SINGAN	Brit. str.	1 m.	G. Hooker	JARDINE, MATHESON & Co., LD.	On 21st inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	Jameson	SHEWAN, TOMES & Co.	On 25th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
MANILA	PLAN	Brit. str.	—	E. Rodgers	JARDINE, MATHESON & Co., LD.	On 28th inst., at Noon
MANILA	LOONG	Brit. str.	1 m.	F. W. Outbridge	SHEWAN, TOMES & Co.	On 28th inst., at Noon
MANILA	ZAPIBO	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 23rd inst., at 9 A.M.
LOILOLO & CEBU	SUNGKIANG	Brit. str.	1 m.	A. Fraser	MELCHERS & Co.	On 26th inst., P.M.
JESSE, TON, KUDAT & SANDAKAN	BOREBO	Ger. str.	—	H. A. Hards	DAVID SASSOON & Co., LTD.	On 29th inst., at Noon
BOMBAY, VIA SINGAPORE, & COLOMBO	CEYLON MARU	Jap. str.	—	F. Sambill	JARDINE, MATHESON & Co., LD.	On 29th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	GREGORY, AGAR	Brit. str.	—	Fred. Pyno	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	S. H. Nelson	—	—
BATAVIA, CEMERIDON, SAMARANG, &c.	TRIMARI	Dut. str.	—	Bradley	—	—



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, JAPAN and YOKOHAMA	Capt. H. W. A. Clark	10 A.M., 19th Oct.	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. Phillips	10 A.M., 19th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. H. W. Henrick, R.N.R.	10 A.M., 21st Oct.	Freight and Passage.
SHANGHAI	Capt. S. Barcham	About 23th Oct.	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon, 29th Oct.	See Special of Call

For Further Particulars, apply to  
HONGKONG, 19th October, 1910

E. HEWETT,  
Superintendent

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 20th Oct., 4 P.M.
HAIPHONG	"SINGAN"	On 22nd Oct., Noon
SHANGHAI	"ANHUI"	On 22nd Oct., 4 P.M.
ILOLO & CEBU	"SUNGKIANG"	On 25th Oct., 4 P.M.
MANILA	"TEAN"	On 25th Oct., 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUEICHOW"	On 25th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—  
HONGKONG, 19th October, 1910

BUTTERFIELD & SWIRE,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI, MOJI, KOBE, JAPAN and YOKOHAMA	Capt. H. W. A. Clark	10 A.M., 19th Oct.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. Phillips	10 A.M., 19th Oct.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. H. W. Henrick, R.N.R.	10 A.M., 21st Oct.
SHANGHAI	Capt. S. Barcham	About 23th Oct.
LONDON via USUAL PORTS	DEVANHA	Noon, 29th Oct.

For Further Particulars, apply to  
HONGKONG, 19th October, 1910

E. HEWETT,  
Superintendent

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"TUENSHANG"	Friday, 21st Oct., 4 P.M.
TIENTSIN	"CHIEPCHANG"	Saturday, 22nd Oct., Noon
SHANGHAI, MOJI & KOBE	"FOOKSHANG"	Friday, 23rd Oct., Noon
MANILA	"LOONGSANG"	Friday, 23rd Oct., Noon
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 29th Oct., Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NANSANG" and "FOOKSHANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to  
HONGKONG, 19th October, 1910.

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGER

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

## ST. PETERSBURG & VLADIVOSTOK

# PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For further Particulars apply to  
HONGKONG, 11th October 1910

MELOHERS & CO.,  
AGENTS.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight
	TANGO MARU Capt. A. Christiansen	8,000	WED'DAY, 9th Nov., at Daylight
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 23rd Nov., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiortdahl	7,000	SATURDAY, 5th Nov., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon
	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 6th Dec., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 25th Oct., at Noon
	KUMANO MARU Capt. M. Winckler	6,000	FRIDAY, 25th Nov., at Noon
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	WED'DAY, 26th Oct., at Noon
YOKOHAMA	KAWACHI MARU Capt. H. Petersen	7,000	SUNDAY, 23rd Oct., at Noon
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	WED'DAY, 26th Oct., P.M.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes	8,000	WED'DAY, 26th Oct., at Noon
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma	7,000	THURSDAY, 27th Oct., at 5 P.M.

Fitted with New System of Wireless Telegraphy, 1 Cargoonly. \* Carries Deck Passengers.

# PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class S Y. 550.00
KITANO	9000	1st Mar.	1st Class S R. 825.00
IYO	7000	15th "	2nd Class S R. 360.00
HIRANO	9000	29th "	2nd Class S R. 540.00
TANGO	8000	12th April	old str. 1st Class S R. 500.00
KAMO	9000	26th "	2nd Class S R. 750.00
MISHIMA	9000	24th "	2nd Class S R. 495.00

# VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points: 1st Class S £30
INABA	7000	28th Mar.	2nd Class S £21
TAMBA	7000	25th April	To London via New York: 1st Class S £60
AWA	7000	23rd May	via St. Lawrence: 1st Class S £59

For further information as to Freight, Passage, Sailings, &c., apply at  
T. KUSUMOTO,  
MANAGER. [13-125]

Hongkong, 7th September, 1910.

# CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
BUBI	2540	R. Rodger	Manila	On 22nd Oct., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 29th Oct., Noon.

For Freight or Passage apply to  
HONGKONG, 9th October, 1910

SHEWAN, TOMES & Co.  
General Managers. [12]

# HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For HAYRE & HAMBURG:
S.S. SENEGAMBIA ... 21st Oct.	S.S. C. FRED. LAEISZ 24th Oct.
S.S. SUEVIA ... 4th Nov.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. WESTPHALIA ... 17th Nov.	S.S. BELGRAVIA ... 3rd Nov.
S.S. ARABIA ... 18th Nov.	For MARSEILLES, HAMBURG & ANTWERP:
S.S. SCANDIA ... 1st Dec.	S.S. ARMENIA ... 9th Nov.
S.S. BRISGAVIA ... 16th Dec.	For HAYRE & HAMBURG:
S.S. SLAVONIA ... 30th Dec.	S.S. SENEGAMBIA ... 18th Nov.
	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SILVIA ... 20th Nov.
	MARSEILLE HAYRE & HAMBURG:
	S.S. SUEVIA ... 30th Nov.

For Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 14th October 1910. [11]

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA, CRUZ (MEXICO).
1910.
S.S. BUJO-MARU ... 10,500 tons gross ... Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 " " " " Dec. 21st, at Noon.
S.S. KIYO MARU ... 1,200 " " " " About Mid. Feb. 1911

For particulars apply to  
N. YAMADA, Acting Manager.  
TOYO KISEN KAISHA, King's Building.  
Hongkong 1st September, 1910. 4031

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILATJAP	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILIWONG	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 12th October, 1910.

[16]

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 2nd Nov., at Noon
	"TACOMA MARU"	6,178	WED'DAY, 30th Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 26th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.
TAMSUI via SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 23rd Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nippon Kisen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.
1st CLASS. 2nd CLASS. 3rd CLASS.
\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROL, MANAGER

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

# OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

## PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—  
16, DES VŒUX ROAD,  
HONGKONG.

Japan Office:  
32, WATER STREET  
YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VŒUX ROAD.



# GEORGE LENK, RODEWISCH IV. MANUFACTURERS OF BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:  
**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The Public are informed that the Christmas and New Year Parcel mail to the United Kingdom and other countries in Europe will be closed in this office at 5 p.m. on Friday, the 12th of November, 1910. This parcel mail by the long sea route via Gibraltar is due in London on the 17th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents. Such parcels are due to reach London with the Letter mail on the 9th December. Parcels containing any article of Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals on the parcel must be of the same kind of wax and must bear distinct impressions of some private device. This device must be the kind of wax and must bear distinct impressions of some private device. Buttons or seals on each seal, Strait, Curved, Dotted or Crossed lines are not admissible. Buttons or seals must not be used for sealing parcels. The Clerks of the Post Office are strictly forbidden to seal parcels or to affix Declaration Forms or Stamps on Parcels or Letters, for the Public Parcels that in the opinion of a Postal officer do not comply with the above regulations will not be accepted.

The Princess Alice, with the German mail of the 21st ult., left Singapore on Saturday, the 15th inst., at 10 a.m., and may be expected here to-day, at 3 p.m.  
The Empress of China, with the Canadian mail, left Shanghai on Monday, the 17th inst., at 7 p.m., and may be expected here to-morrow.  
The Tonkin, with the French mail of the 23rd September, left Singapore on Monday, the 17th inst., at 4 p.m., and may be expected here on or about Monday, the 24th inst.

FOR	PER	DATE.
Qwong Chow Wan, Hoihow, Tourane and Quinhon	Carl Diederichsen	Wednesday, 19th, 8.00 A.M.
Singapore, Penang and Colombo	Nore	Wednesday, 19th, 9.00 A.M.
Swatow	Haiman	Wednesday, 19th, 10.00 A.M.
Saigon	Victoria	Wednesday, 19th, 10.00 A.M.

EUROPE, & INDIA VIA TUTICORIN...  
(Late Letters 11.00 A.M. to 11.30 Extra  
Postage 10 cents)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Shanghai, Yokohama and Kobe	China	Wednesday, 19th, 1.00 P.M.
Shanghai	Patroclus	Wednesday, 19th, 1.15 P.M.
Macao	Sui Tai	Wednesday, 19th, 1.15 P.M.

Qwong Chow Wan, Hoihow, Tourane and Quinhon	Helene	Thursday, 20th, 8.00 A.M.
Singapore, Penang and Calcutta	Gregory Apcar	Thursday, 20th, 10.00 A.M.

MOJI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU AND SAN FRANCISCO  
To connect with a.s. Siberia at Kobe

Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver and Seattle	Kumeric	Thursday, 20th, 10.00 A.M.
Macao	Sui Tai	Thursday, 20th, 1.15 P.M.
Shanghai	Chinhua	Thursday, 20th, 3.00 P.M.

Shanghai, Moji, Kobe and Yokohama Thursday 19th, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide Dunedin, Perth and Fremantle	Aldenhall	Friday, 21st, 10.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 21st, 10.00 A.M.
Saigon	Laertes	Friday, 21st, 1.00 P.M.

Manila	Yuenang	Friday, 21st, 3.00 P.M.
Manila	Borneo	Saturday, 22nd, 8.00 A.M.
Manila	Borneo	Saturday, 22nd, 11.00 A.M.

Manila	Singon	Saturday, 22nd, 11.00 A.M.
Manila	Reba	Saturday, 22nd, 11.00 A.M.
Manila	Chipping	Saturday, 22nd, 11.00 A.M.

Shanghai	Anhui	Registration, with late fee of 10 cents up to 5.00 P.M.
SIBERIAN MAIL TO EUROPE		Letters ... 6.00 P.M.

Swatow	Haiman	Sunday, 23rd, 9.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 25th, 10.00 A.M.

Swatow, Chafco and Tientsin	Kueichow	Tuesday, 25th, 3.00 P.M.
Manila	Tan	Tuesday, 25th, 3.00 P.M.
Manila	Sungking	Tuesday, 25th, 3.00 P.M.

Manila	Hirano Maru	Tuesday, 25th, 5.00 P.M.
Singapore, Penang and Colombo		Friday, 28th, 10.00 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Empress of China	Registration, with late fee of 10 cents up to 5.00 P.M.
		Letters ... 6.00 P.M.

## WILLIAM C. JACK & CO., LTD., Gas Lighting, Heating and Cooking.

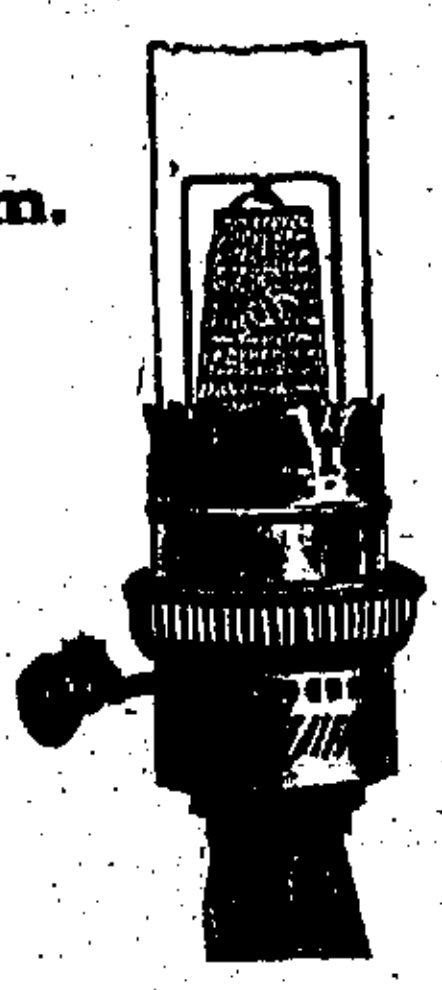
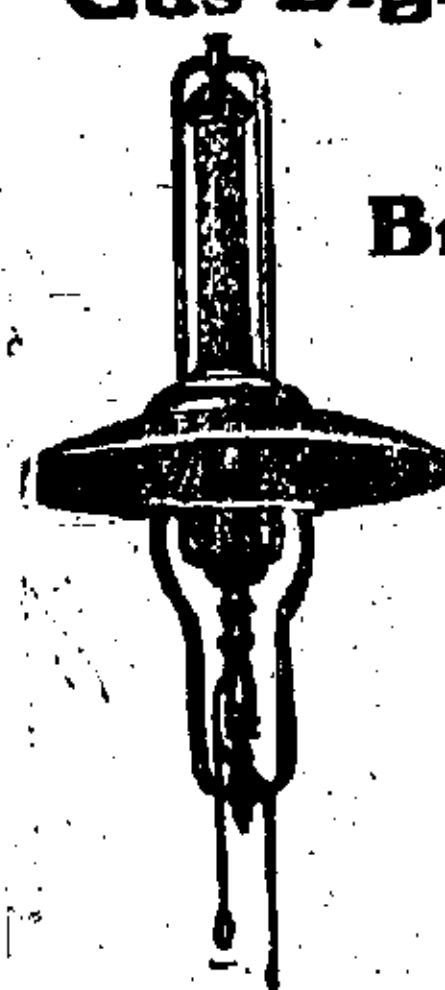
The most Efficient, Economical,  
and Reliable is the

### British Welsbach System.

¶ The Welsbach guaranteed burner, with Manilles  
of Welsbach Manufacture and Welsbach Artistic  
Fittings, make Welsbach not only the lightest but the  
most beautiful of all lights.

¶ Also the Welsbach Kerosene Incandescent Lamp  
gives the highest results with the lowest consumption.

¶ Every description of Gas Fittings, Heating and  
Cooking Stoves, Oil Incandescent Lamps, Oil Cooking  
Stoves and Accessories, can be seen at the Show-  
rooms



14, Des Voeux Road,  
Central, Hong Kong.  
(Sole Agents for The Welsbach Incan-  
descent Gas Light Co., Ltd., London.)

## COMMERCIAL.

### EXCHANGE CLOSING QUOTATIONS.

October 18th.

ON LONDON	Telegraphic Transfer	1/10 1/2
	Bank Bills, on demand	1/10 1/2
	Bank Bills, at 30 days' sight	1/10 1/2
	Bank Bills, at 4 months' sight	1/10 1/2
	Credits, at 4 months' sight	1/11 1/2
	Documentary Bills 4 months' sight	1/11 1/2
ON PARIS	Bank Bills, on demand	238 1/2
	Credits, at 4 months' sight	242 1/2
ON GERMANY	On demand	193 1/2
ON NEW YORK	Bank Bills, on demand	46
	Credits, at 60 days' sight	47
ON HONGKONG	Telegraphic Transfer	140 1/2
	Bank, on demand	140 1/2
ON CALCUTTA	Telegraphic Transfer	140 1/2
	Bank, on demand	140 1/2
ON SHANGHAI	Bank, at sight	73 1/2
	Private, 30 days' sight	74 1/2
ON YOKOHAMA	On demand	92 1/2
ON MANILA	On demand—Pesos	82 1/2
ON SINGAPORE	On demand	80 1/2
ON BATAVIA	On demand	113 1/2
ON HAIPHONG	On demand	1 1/2 p.m.
ON SAIGON	On demand	1 1/2 p.m.
ON BANGKOK	On demand	82 1/2
SOVEREIGNS	Bank's Buying Rate	\$10.50
GOLD LEAF, 100 fine, per tael		\$54.50
SILVER, per oz.		26d.

### SUBSIDIARY COINS.

Chinese	20 cents pieces	\$3.96 discount
Chinese	10 "	\$4.78 "
Hongkong	20 "	\$3.85 "
Hongkong	10 "	\$4.55 "

## SHARE LIST.—QUOTATIONS.

HONGKONG, OCTOBER 18TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$920, sellers
National Bank of China, Limited	99,925	\$7	26	\$80, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$10	\$1	\$120, sellers
China Provident Loan & Mortgage Co., Ltd.	20,000	\$10	\$10	\$8, buyers
<b>CORPORATIONS.</b>				
Woo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 60	Tls. 50	Tls. 100.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 75	Tls. 75	Tls. 50.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 100	Tls. 100	Tls. 50.
Loan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 500	Tls. 500	Tls. 220.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 220.
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$7 1/2	\$6	\$17 1/2, x. div.
<b>DOCK AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$49.
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 72.
Shanghai and Hongkong Wharf Co., Ltd.	36,900	Tls. 100	Tls. 100	Tls. 108.
<b>FERROVIA &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$9, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$4.65, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$20, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$93, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$72, sellers
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	all	\$35, sellers
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$20, sellers
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$190, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$77 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$55.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 112 1/2, sellers
Union Insurance Society, Limited	12,000	\$250	\$100	\$840, buyers
Yongtze Insurance Association, Limited	12,000	\$100	\$60	\$195.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$100, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$74, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 111.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sales
<b>MINE.</b>				
Societe Francaise des Charbons du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$10.
<b>ESPRESSO.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$15.
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
<b>SEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$22, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$31, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$8, sel. & 1/2, 10.
Shell Transport & Trading Co., Limited	60,000 del.	\$1	\$1	\$2 1/2, buyers
Star Ferry Company, Limited	2,000,000	\$10	\$10	\$23, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$24, sales
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
<b>STOCKS AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Fowler, Limited	15,000	\$7	\$7	\$2, buyers
Watkins, Limited	10,000	\$10	\$10	\$3, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$12, buyers
Weissmann, Limited	3,000	\$10	\$4	\$11 1/2, sellers
United Asbestos Oriental Agency, Limited	9,900 ord.	\$10	\$10	\$8, sellers
Union Waterboat Co., Limited	50,000	\$10	\$10	\$8, sellers
<b>RUBBERS.</b>				
Allagars	750,000	2/-	all	5/-
Anglo-Malays	1,500,000	2/-	all	\$12 (Sta.)
Balgownie	151,200	\$1	all	95/-
Batu Tjara	70,000	\$1	all	63/5
Bukit Kajangs	60,000	\$1	all	117/6
Cassidofels, fully paid	30,000	\$1	all	12/6 prem.
Chovista	70,000	\$1	10/-	107/6 ex. div.
Eastern and International	250,000	\$1	all	6/- prem.
Highlands and Lowlands	307,143	\$1	all	107/6 ex. div.
Kamunings	1,325,000	2/-	all	16/6
Kuala Lumpur	180,000	2/-	all	72/6
Labas	100,000	\$1	all	12 1/2
Leabury's	900,000	2/-	all	5/6
Linggis	1,266,000	2/-	all	6/3
London Asiatics	1,750,000	2/-	all	\$26 (Sta.)
London Ventures	45,000	\$10	all	\$30 (Str.)
Merlemaus	50,000	\$2	all	31/6
Pegobus	100,000	\$1	all	72/6
Sandys	100,000	\$1	all	\$12 1/2 (Str.)
Sapang	65,000	\$2	all	10/-
Shalfords	125,000	\$2	all	all
Singapore and Johore	95,000	\$2	all	all
Sumatra Farms	90,000	2/-	all	102/5
Sungei-Kapras	170,000	\$1	all	all
United Serdangs	170,000	\$1	all	all

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	VERNON & SMITH, Share-Broker.

# THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established.

## MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50.

ALSO

## "MAGNUMS" 75 cents per tin of 50.

### FORTHCOMING EVENTS.

Thursday, 20th Oct.—Auction of Valuable Leasehold Property at Auction Rooms, by Messrs. Hughes & Hough, Noon.  
Friday, 23rd Oct.—Harmon's Circus at Causeway Bay, 9 p.m.  
Wednesday, 2nd Nov.—Meeting of Licensing Board in Council Chamber, 2.15 p.m.

### OPIUM.

October 17th.

Quotations are—	
Malva New	\$2,300/2,350 per picul.
Malva Old	\$2,350/2,400 "
Malva Older	\$2,410/2,450 "
Malva V. Old	\$2,460/2,500 "
Persian fine quality	\$1,400/1,500 "
Persian extra fine	\$2,000 "
Patna New	\$2,200 per chest.
Patna Old	\$2,200 "
Banaras New	\$2,200 "
Banaras Old	\$2,180 "

### SHIPPING IN PORT.

#### STEAMERS.

BOZNEO, German str., 1,344, T. Semblil, 13th Oct.—Sandakan 8th October, Timber and General—Melchers & Co.

BRAND, Norwegian str., 1,519, M. Evensen, 15th Oct.—Samarang 5th October, Sugar and General—Aagaard, Thorsen & Co.

BUVO MARU, Jap. str., 1,560, Yatsugang, 16th October—Dairen 15th October, Coal—Mitsui Bussan Kaisha.

CARL DIEDERICHSEN, German str., 774, Chr. Jurgensen, 16th Oct.—Quang Chow Wan 15th Oct., General—Johsen & Co.

CHINA, Austrian str., 3,808, P. Pavissich, 17 Oct.—Trieste 27th August and Singapore 10th Oct., General—Sander, Wieler & Co.

CHINHUA, British str., 1,350, A. S. Harris, 16th Oct.—Shanghai 13th Oct., General—Butterfield & Swire.

CHOWFA, German str., 1,055, F. Schmitz, 15th Oct.—Bangkok via Kohsichang 3rd Oct., Rice, Meal and Roscovet—Butterfield & Swire.

CHOWPAT, German str., 1,115, I. Heyenger, 17th Oct.—Bangkok 8th and Swatow 10th Oct., Rice and Wood—Butterfield & Swire.

COWRIE, British str., 3,055, J. Falles, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum & Co.

DEWENT, British str., 1,574, Jenkins, 24th Sept.—Saigon 20th September, Rice and General—Man Fat & Co.

ELISABETH RICKERS, German str., 2,673, H. Rohle, 12th Oct.—Moji 6th Oct., Coal—Brendley & Co.

FALLS OF NITE, British str., 1,254, Wm. McKennie, 16th Oct.—New York and Durban 4th Sept., Cass oil—Standard Oil Co.

FUKURA MARU, Japanese str., 3,136, S. Kumawaki, 10th Oct.—Wakamatsu via Moji 5th Oct., General—Ataka & Co.

GLENNALLOCH, British str., 1,435, J. Mason, 17th October—Singapore 11th October—General—Joo Tek Beng.

HANCHOV, British str., 999, E. Robertson, 4th Oct.—Swatow 3rd October, Ballast—Butterfield & Swire.

HUPPE, British str., 1,275, H. Mathias, 9th Oct.—Wakamatsu via Swatow 8th Oct., Coal—Butterfield & Swire.

INDRAPURA, British str., 3,182, Mansfield, 4th October—New York 22nd July, General—Jardine, Matheson & Co.

INVERBER, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.

KALCAN, British str., 1,142, D. R. Davies, 16th Oct.—Newchang and Chafco 9th Oct., General—Butterfield & Swire.

KIANG CHINE, Chinese str., 1,002, Bresander, 11th Oct.—Haiphong 9th Oct., General—Tung Lee.

KIANG PING, Chinese str., 1,222, H. Udden, 5th September—Chinking 30th August, General—Tung Lee & Co.

KUMERIC, British str., 2,400, G. B. McGill, 15th October—Manila 23rd 11th, October, Dolwell & Co.

LABRETS, British str., 1,440, Frampton, 17th October—Saigon 12th October, Rice and General—Chinese.

LENKOR, British str., 1,440, Frampton, 17th October—Saigon 12th October, Rice and General—Chinese.